

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

■ JUNE 2 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

## COOK BOOKS HIS PLACE IN HISTORY WITH BTCC DOUBLE



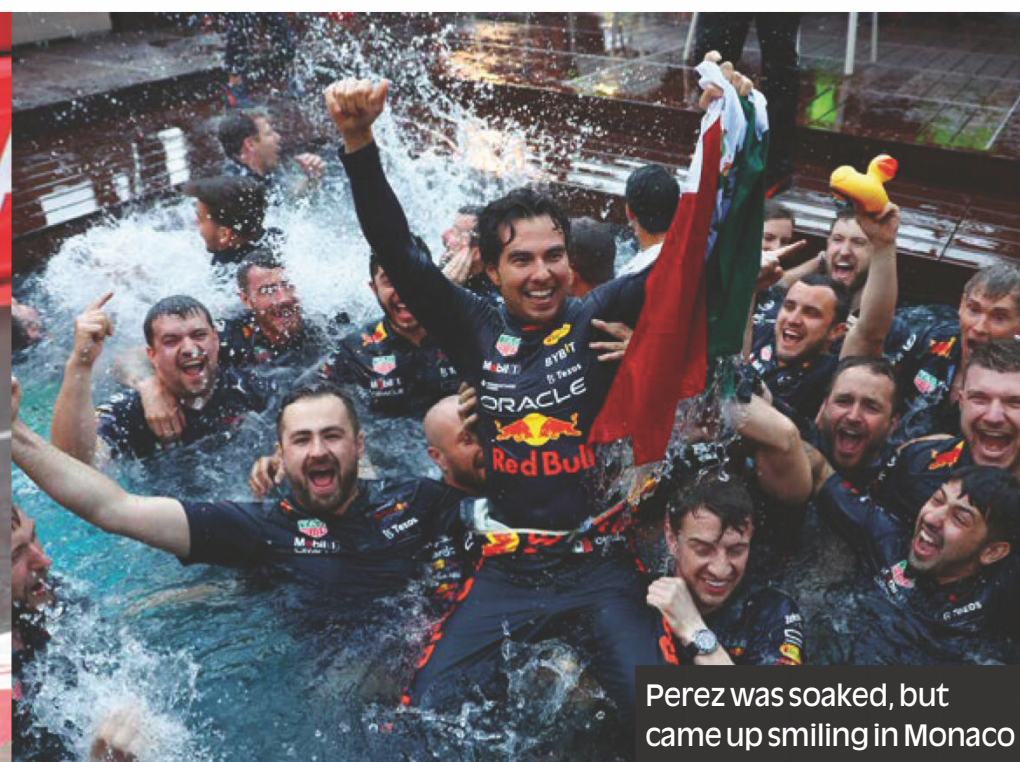
**Honda ace becomes the King of Thruxton with the most touring car wins ever P18**

*Italian team promises inquest after throwing away another victory in Monte Carlo*

# PEREZ POUNCES TO MAKE FERRARI PAY FOR STRATEGY BLUNDER



Red Bull was the form team in a mixed-up race



Perez was soaked, but came up smiling in Monaco

By Matt James

Ferrari has promised a full enquiry after it turned a front-row lockout into defeat at last weekend's chaotic Monaco Grand Prix, which was won by Red Bull racer Sergio Perez.

The rain-affected race suffered a delayed start and a red flag amid many dramas, but a pitstop call mix-up left pole position driver Charles Leclerc in fourth place in his Ferrari. Leclerc's team-mate Carlos Sainz salvaged second place ahead of the points leader Max Verstappen.

Ferrari team chief Mattia Binotto said afterwards: "Now that we made mistakes, I think it's straightforward. What was the process bringing them that brought us to that? It will take some more time to look at it and have a clear explanation."

Race-winner Perez said he was thrilled with the glory. "It is a dream come true as a driver; when you come into F1 and when you come to Monaco and when you drive for the first time, you always dream about one day winning the race," he said.

Full report, page 4

THE VOICE OF BRITISH MOTORSPORT  
**MOTORSPORT NEWS**

## INTERVIEW

### MN READERS' Q&A: RICK PARFITT

The flying musician tackles posers from the public, p20



## REPORT

### CRONIN GETS HIS WINNING MOJO BACK

VW man to the fore on Jim Clark Rally return, p26



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**£395.80** £474.96  
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**£32.50** £39.00  
**£231.50** £277.80  
**£19.90** £23.88  
**£5.90** £7.08  
**£9.90** £11.88  
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**£77.50** £93.00  
**£59.50** £71.40  
**£59.50** £71.40  
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Wilwood brakes kit, 247x20, Midlite caliper  
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**£42.50** £51.00  
**£57.50** £69.00  
**£29.74** £35.69  
**£69.00** £82.80  
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pair **£33.80** £40.56  
from **£15.90** £19.08  
**£24.50** £29.40  
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**£67.60** £81.12  
**£299.50** £359.40  
each **£65.00** £78.00  
RH 2:9 ratio **£119.50** £143.40  
RH 2:4 ratio **£139.50** £167.40  
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H/duty quick steering racks

RH 2:4 ratio **£174.50** £209.40  
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Roller bearing plastic dust covers  
Spherical bearing race type top mounts

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each **£49.50** £59.40  
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Mk2 spring shackles  
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**£31.00** £37.20  
**£106.50** £127.80  
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**£19.80** £23.76  
**£119.50** £143.40  
**£185.00** £222.00  
**£65.00** £78.00  
**£17.00** £20.40  
**£23.50** £28.20  
**£96.95** £116.34  
**£128.00** £153.60  
**£130.00** £156.00  
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**£49.50** £59.40  
**£10.90** £13.08  
**£199.50** £239.40  
**£49.50** £59.40  
**£44.90** £53.88  
**£51.50** £61.80  
**£12.90** £15.48  
**£137.00** £164.40  
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www.rallydesign.co.uk



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X-Flow ally radiator **£179.60** £215.52  
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**M16 Calipers from**  
**£89.00** £106.80

M16 calipers to fit standard discs, pair **£89.00** £106.80  
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Kit **£159.80** £191.76

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Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk1 front screen rubber **£24.92** £29.90  
Escort Mk1 rear screen rubber **£23.92** £28.70  
Escort Mk2 front screen rubber **£29.08** £34.90  
Escort Mk2 rear screen rubber **£29.08** £34.90  
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Bonnet bump stop, centre-rear **£5.10** £6.12  
Wiring loom bulkhead grommet **£6.90** £8.28  
Bonnet release cable grommet **£5.20** £6.24  
Steering column bulkhead grommet **£7.20** £8.64  
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Brake and clutch pedal pads pair **£8.00** £9.60  
Shock absorber top caps pair **£13.90** £16.68  
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Oil line bulkhead grommet **£5.10** £6.12  
Brake servo rod bellows **£5.20** £6.24



COMMENT

Photo: Jakob Ebrey, Motorsport Images, Red Bull Content Pool



The spectacular backdrop at Monaco is unlike any other on the Formula 1 calendar

F1 MUST KEEP ITS HISTORIC ROOTS

**T**he Monaco Grand Prix was a severe test of the revamped rules concerning how to deal with a stop-start weather-affected race but the new regulations (just about) held water, if you pardon the pun. Certainly, Red Bull and winner Sergio Perez would think so after winning the chaotic race.

Monaco has, for a few decades now, been a tough place to drive a grand prix machine and it has never really been about wheel-to-wheel racing. If you want that, then tune in for other races in the schedule.

But what Monaco does offer is a totally different challenge in terms of concentration and precision – two aspects which should be admired in any racing driver. Monte Carlo is just a bit different, and it can be entertaining for that reason alone. If all races took place on identikit tracks, things would get awfully dull awfully quickly. Monaco throws in a much needed curve ball.

But now we hear that there are rumours that talks over a contract have hit something of an impasse and the future is in doubt. While, in public, there are comments about the track and how it needs to be tweaked or extended to cope with a modern grand prix car, the actual facts of the loggerhead between F1 bosses Liberty Media and the Automobile Club de Monaco seem to extend to other more tricky issues to unpick, like the television deal and other financial aspects.

The Automobile Club de Monaco has got form for digging its heels in, and it has done over the Monte Carlo Rally before. From 2009 until 2011, the World Rally Championship was replaced with the Intercontinental Rally Challenge as the ACM was in dispute with the WRC promoter. The ACM's view was: no WRC? No problem... we will just look elsewhere.

The modern-day F1 schedule would be very, very different without Monte Carlo but don't think that the local organisers will go to any lengths just to keep the historic race.

Elsewhere in this bumper reports issue, we look back at all the battle for the British GT Championship at Donington Park and reflect on the British Rally Championship's return to the Jim Clark Rally. There are also all the high-speed thrills from Thruxton's British Touring Car Championship round.

Thruxton represented another stepping-stone on Rick Parfitt Junior's journey to unlock the most from his tin-top journey, which has been a tough one so far. However, the musician, son of the Status Quo guitar legend, is used to fighting. He has overcome all that Crohn's Disease has thrown at him to reach levels in motorsport he could once only have dreamed of. He is the subject of our Q&A, which starts on page 20.

Also, don't forget to get involved with the latest Motorsport News poll where we are on the hunt for your favourite motorsport Toyotas. We have picked out a shortlist of 10, so go to page 32 to select your finest from the Japanese firm and find out how to vote.

**Matt James**  
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MOTORSPORT NEWS

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Perez comes up trumps

Red Bull ace topples the Ferraris on the streets of Monte Carlo

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Dare to dream: double for Cook

BTC Racing man tastes more BTCC champagne with Thruxton brace



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Hitting the right notes: Rick Parfitt

Musician, British GT champ and touring car battler tackles the MN readers' questions

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WELCOME HOME! Cronin gets back to BRC summit

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# FORMULA 1 REPORT: MONACO

Photos: Motorsport Images, Red Bull Content Pool



Pressure cooker:  
Red Bull man won



Perez got retribution for giving up a win in Spain by claiming Monaco GP

# PEREZ HITS THE JACKPOT AS HE BEATS THE CHAOS

The right strategy and a deft touch helps the Mexican prevail. By **James Roberts**



George Russell powered to fifth ahead of Lando Norris

## F1 RESULTS

**Monaco Grand Prix**  
**Laps: 64 Distance: 132.711 miles Track: Monte Carlo**

	DRIVER	TEAM/CAR	TIME
1	Sergio Perez	Red Bull	1h56m30.265s
2	Carlos Sainz	Ferrari	+1.154s
3	Max Verstappen	Red Bull	+1.491s
4	Charles Leclerc	Ferrari	+2.922s
5	George Russell	Mercedes	+11.968s
6	Lando Norris	McLaren-Mercedes	+12.231s
7	Fernando Alonso	Alpine-Renault	+46.358s
8	Lewis Hamilton	Mercedes	+50.388s
9	Valtteri Bottas	Alfa Romeo-Ferrari	+52.525s
10	Sebastian Vettel	Aston Martin-Mercedes	+53.536s

11 Pierre Gasly (AlphaTauri) +54.289s; 12 Esteban Ocon (Alpine-Renault) +55.644s; 13 Daniel Ricciardo (McLaren-Mercedes) +57.635s; 14 Lance Stroll (Aston Martin-Mercedes) +1m00.802s; 15 Nicholas Latifi (Williams-Mercedes) -1 lap; 16 Guanyu Zhou (Alfa Romeo-Ferrari) -1 lap; 17 Yuki Tsunoda (AlphaTauri) -1 lap; 18 Alexander Albon (Williams-Mercedes) 48 laps/broken wheel; 19 Mick Schumacher (Haas-Ferrari) 24 laps/accident; 20 Kevin Magnussen (Haas-Ferrari) 19 laps/water pressure. **Drivers' championship:** 1 Verstappen 125; 2 Leclerc 116; 3 Perez 110; 4 Russell 84; 5 Sainz 83; 6 Hamilton 50. **Constructors' championship:** 1 Red Bull 235; 2 Ferrari 199; 3 Mercedes 134; 4 McLaren-Mercedes 59; 5 Alfa Romeo-Ferrari 41; 6 Alpine 40.

**T**ears replaced sweat on the face of Sergio Perez as he stood on the top step of the Monaco podium to record his third grand prix victory in a truncated event on Sunday.

Nearly three-and-a-half hours after the race was originally due to start, the Red Bull driver was both emotional and relieved to have held on for the win in a GP that was delayed by torrential rain and a big crash for Mick Schumacher.

Before greeting the Grimaldi princes in the royal box, the winning Red Bull driver said the dream for any driver was to win their home race followed next by winning at Monaco. For local lad Charles Leclerc his hopes of triumphing on the streets of the Principality he grew up in need to be put on ice for another year.

The Ferraris had the measure of Red Bull over the weekend and the Italian team locked out the front row of the grid. So there was obvious annoyance and frustration particularly from Leclerc — that it had lost this race. When the time to change from wet to dry tyres counted, Red Bull played its hand to perfection...

Rain was forecast for Sunday and started to fall as the cars assembled on the grid. The change in climatic conditions sent mechanics scrambling back to their garages for wet tyres, so race control sensibly suspended the start procedure by 10 minutes.

Despite a brief respite in the weather, the start was pushed back to quarter past the hour. Then, as the safety car led the field away on two formation laps, the heavens properly opened causing localised flooding and a red flag.

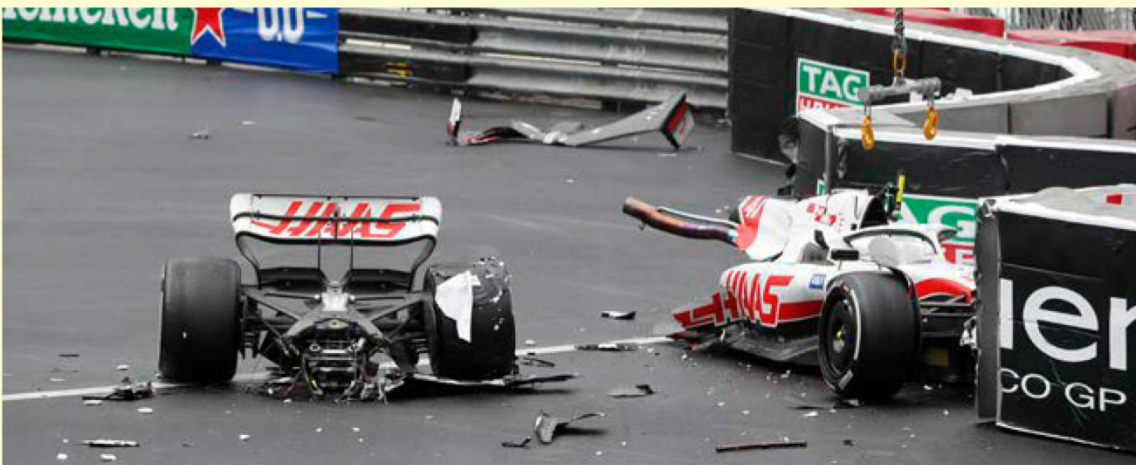
After an hour's wait for the rain to subside and the track to dry, the 79th edition of the Monaco Grand Prix finally started behind the safety car, 65 minutes later than scheduled.

In the opening laps, it was an impressive sight to watch the world's best drivers scramble for grip at one of the most challenging streets circuits of all. Up front Leclerc led his team-mate Carlos Sainz, Perez and Max Verstappen.

Further back there was action in the pack as Pierre Gasly decided to make an early switch to intermediates on his AlphaTauri. As the track was slow to dry, the smart money was on avoiding the intermediate and waiting



Leclerc was in command early on when the track was at its wettest



Mick Schumacher speared into the barriers and brought out a red flag

until the surface was ready for slicks.

On lap 16, Hamilton bucked that idea by stopping for inters, to cover the fast approaching Gasly. That prompted the frontrunners to do the same and Perez switched to inters on the next lap. Two laps later race leader Leclerc did the same, but with the track looking dry, his team-mate Sainz decided the better bet was to stay out.

Leclerc was caught between two strategies and when he emerged from his stop, he was behind Perez. Three laps later he was in again, along with Sainz, despite his team telling him to stay out. Both Ferraris opted for dry tyres and when Red Bull did the same a lap later, they achieved the 'overcut.'

The new order of the race was Perez, Sainz, Verstappen and Leclerc. The latter vented his fury on the team radio, while Sainz revealed that he'd been slowed by a backmarker — which cost him a shot at his first victory.

From here it looked all plain sailing for Perez. But the stewards had noted that the Mexican appeared to slide out of the pits and touch the yellow line on the pit exit. A TV replayed seemed to show Verstappen

repeating the misdemeanour. Although no action was taken, a disgruntled Ferrari protested the result to the FIA after the race.

Then on lap 25, Mick Schumacher spun exiting the first part of the Swimming Pool section and crashed heavily, ripping the rear axle off his Haas. With extensive repairs needed to the barriers, the red flag appeared again, adding another 20-minute delay to proceedings.

Perez led at the restart and soon it became apparent the race would finish early, due to the two-hour time limit, rather than running to its original 78-lap duration. In the closing stages, Perez was suffering with graining on his front tyres and Sainz sensed an opportunity to pounce.

As the top four ran head-to-tail the final laps were rather fraught and Sainz twice saved his Ferrari from lurching sideways into the wall, thanks to car control his world rally champion father would have been proud of.

Despite the close finish, Perez held on to claim his third career win, while Verstappen finished ahead of Leclerc to extend his lead at the top of the points table.



Hamilton was left frustrated by a reluctant Alonso



RACING NEWS



Horner: budget worries

HORNER: TEAMS MIGHT HAVE TO DROP OUT TO HIT BUDGET LIMIT

Red Bull team boss Christian Horner fears several mid-grid Formula 1 teams might have to stop racing before the end of the season to hit the sport's \$140 million budget cap.

The limit was introduced this term to keep costs under control, but increased global costs means Horner feels that several squads will not be able to keep their spending within those limits.

"I think we need the FIA to address the inflationary issue," said Horner. "About seven of the teams probably need to miss the last four races to come within the cap this year, from the consensus that there has been up and down the paddock.

"It's not just about the big teams now, it's teams in the middle of the field that are really struggling with the inflationary rate that we're seeing that could even get worse in the second half of the year. I think the FIA have a duty of care in a situation like this."

Horner's views were echoed by Ferrari team principal Mattia Binotto, who said that team redundancies could be on the cards in an effort to hit the mark set by the FIA. He said that the Italian team was likely to break the limit. I don't think there is any way for us and for many teams to stay within, and even laying off people I don't think that's the right choice."

RICCIARDO POSITION UNCERTAIN FOLLOWING POOR 2022 START

There is mounting speculation that Daniel Ricciardo's deal with McLaren could be terminated early following his poor early season form.

The Australian has been with the British team for the last two seasons and won at Monza last term, but he has been outraced by his team-mate Lando Norris this season. His best result was sixth in Australia, but he has struggled elsewhere.

Before the Monaco GP, team boss Zak Brown said: "Daniel is just not comfortable yet with the car, we're trying everything we can. Short of [Ricciardo's win at] Monza and a few races, it's generally not kind of met his or our expectations, as far as what we were expecting."

The racer says he is confident of seeing out his deal, which runs to the end of 2023. He said: "I don't want to be racing around in 10th or 12th places. [These have] been testing times in terms of trying to get up and maximise myself in this car. But we're working together hard at it. The team wants it, I want it, and we are just working through it."

FEARS GROW FOR MONACO'S F1 FUTURE AS NEW DEAL STUMBLES

Fresh contract talks have hit speedbumps amid dissatisfaction with the circuit

Photos: Motorsport Images



Leclerc has stood up for Monaco GP

By Matt James

**Doubt has been cast over the chances of the Monaco Grand Prix remaining on the Formula 1 schedule as the sport's boss, Liberty Media, enters into talks over a fresh deal for the historic event.**

The contract with the Monaco GP runs out this year and there have been concerns expressed about the difficulty of passing at the street track. The race organisers, the Automobile Club of Monaco, appears unwilling to entertain any thoughts about altering the layout of the circuit.

It is thought that the grand prix deal will be given a one-year stay of execution while discussions between Liberty and the ACM are ongoing, but there is a real possibility that the race, which featured on the very first World championship schedule in 1950, could be lost to the calendar. There are also concerns about the Belgian Grand Prix at Spa.

Ferrari ace and Monaco native Charles Leclerc said that an F1 schedule without the race was unthinkable.

"It would be a bad move for both parties [Liberty and the ACM]," said Leclerc. "I have never known Monaco without F1 apart from Covid reasons in 2020 and F1 without Monaco for me is not F1.

"F1 has some historic tracks like Silverstone and Monza – and Monaco, too," Leclerc said. "And they should stay on the calendar.

"Monaco is one of the best tracks out there, in terms of qualifying there are no places I enjoy as much here, and where the driver can make as much difference.

"The races are so close. The danger, you can still feel it because you really have the sensation of speed and in terms of qualifying it is probably the most exciting of the year.

"I agree in the races there are maybe some things we could change here and there to help overtaking. But in terms of challenge for the drivers it is one of the toughest challenges of the year."

Domenicali says European races will be F1's heartland in the future

Formula 1 boss Stefano Domenicali says that it is one of his priority to make sure that the central plank of the grand prix season remains based in Europe despite an increasingly global calendar.

There is growing momentum for a South African Grand Prix in the future with a return to Kyalami, and Formula 1 is scheduled for three races in the United States in the future with an event in Las Vegas joining Miami and the Circuit of the Americas on the schedule.

Domenicali said that a return to South African was a priority. "There are areas of the world that wants to have Formula 1, and I think that one area that we want to develop is the African area," he said. "We are a world championship, and that's an area where we are not there.

"We are working very hard to make sure of this scenario, where we are going to have a grand prix soon, and then there is the interest of the Far East. But we don't want to lose the interest, of course, of Europe. We were born here, and we will stay here.

"We're going to make the right decision, thinking about the strategy, thinking about the DNA of the sport, thinking about how every promoter wants to be involved with us."



Kyalami is set for F1 return



Miami GP could be twinned with Canada

F1 LOOKS TO CONSOLIDATE THE RACING CALENDAR FOR THE FUTURE

Formula 1 bosses are considering a plan to regionalise the grand prix calendar and cut down on the freight and travel costs for organisers and teams and to help the sport's sustainability.

The move could mean that some races are switch from their traditional dates and then grouped together with some events in their region.

There are some hugely busy weekends in the 2022 roster with, for example, the Azerbaijan and Canadian Grand Prix on back-to-back weekends despite being distant from each other.

F1 boss Stefano Domenicali presented the idea to the teams at the recent Spanish Grand Prix.

Haas chief Gunther Steiner said: "I think for sustainability it's a fantastic thing. And then if we achieve that, a lot of things go with it, positive ones. There are no negatives to it. It's just a difficult thing to achieve."

Alpine boss Otmar Szaifnauer also said he backed the plan so long as the considerations of the fans and the race promoters were taken into account. "It's a good move as long as if we regionalise you don't cannibalise one fan from the other," he said. "Having say Miami and Montreal a week or two apart, they're far enough apart [geographically], they are different countries as well, that it can be done. I think it makes sense. [Domenicali] was talking about maybe doing Miami then Montreal, because we're out there."

DRUGOVICH RIDES HIS LUCK IN MONACO ROLLERCOASTER

Brazilian driver Felipe Drugovich pushed out his Formula 2 points lead despite a highly dramatic weekend in Monaco.

The MP Motorsport man crashed in qualifying and then suffered a puncture in the Friday sprint race, which sent him into the pits and he was twice penalised for speeding in the pitlane.

Despite that, he had pole for Saturday's longer distance event and fended off Theo Pourchaire's ART machine to win by under one second. Juri Vips bounced back from two frustrating weekends on the bounce to claim third place.

Norwegian Dennis Hauger had earlier broken his Formula 2 duck in the sprint race. The Red Bull backed driver, the reigning FIA F3 title holder, took full advantage when polesitter Jake Hughes stalled on the line. The Prema Power driver was able to pull away from his team-mate Jehan Daruvala to claim victory by six seconds. Hitech GP's Marcus Armstrong nabbed third spot.

Drugovich's triumph – his fourth of the campaign – has given him a clear lead in the points over Pourchaire, with Daruvala in third position. The next rounds of the championship are at Baku in Azerbaijan on June 11-12.



Hauger broke his duck in FIA F2 with a sprint race victory



## PIQUET JR BACK IN SPORTSCAR COCKPIT FOR 2023

Formula E title winner Nelson Piquet Jr will return to the LMP2 category after securing a deal to race for the United Autosports team in 2023.

The 36-year-old Brazilian, who claimed the 2014-2015 Formula E crown, will line up alongside Andy Meyrick and Daniel Schneider in the LMP2 class.

“I’m really looking forward to be back racing in an LMP2 next year,” said the Brazilian.

“Daniel and I have raced in the past in Brazil, getting to know each other well, so I’m excited to get the chance to race with him once more. It’s good to have a long-term plan set out, and I think this Pro-Am entry will allow us to have a really successful future in racing together and maybe contest a Le Mans win.”

Piquet’s last outing in LMP2 was in 2017 as part of the World Endurance Championship.

United Autosports joint team boss Richard Dean added: “We are delighted to announce such a strong driver line-up so early in the season.

“Nelson’s addition to this line-up is very exciting, he is experienced and fast and will be important in our fight for another LMP2 title.”



Piquet will join United crew



Raikkonen will get back in harness



The Finn raced in NASCAR in 2011

# KIMI BACK IN THE SADDLE FOR NASCAR OUTING IN AUGUST

## The 2007 Formula 1 World champion to tackle Watkins Glen road course in US stock-block Chevrolet machine

By Matt James

**Formula 1 title-winner Kimi Raikkonen will tackle his first race since leaving grand prix racing when he lines up on the grid for the penultimate regular-season round of this year’s NASCAR contest in August.**

The Finn, 42, will join the Trackhouse team for a return to the category he first sampled 11 years ago. The race will take place on August 21. The veteran of 349 grands prix will tackle the race as a one-off for the moment after the deal was put together and has not indicated whether he

would like further outings in the US’s top-level tin-top series.

He will drive a Chevrolet Camaro ZL1 for Team Trackhouse, which is owned by ex-racer Justin Marks and rapper Pitbull.

“I wasn’t looking to race again,” said Raikkonen. “But Justin came to my home in Switzerland and convinced me how serious he was about putting together a top-notch programme.

“There’s a lot of things involved, and it all made sense for me. It’s one race, so it made sense for all of us as a family. I always enjoyed it when I had my few races [in the United States]. Hopefully we have a good

race and good fun. Obviously it’s a new car and I’ve never been at the track. But I’m sure we can figure it out.”

Team owner Marks added: “I’ve been a big fan of Kimi’s for a long time, I’ve followed his career since he started in Formula 1 with Sauber. One of the cool moments of my career being a Formula 1 fan was being able to race against Kimi in a Cup series race in Charlotte in 2011.

“I knew he had an interest in NASCAR, and that he’d done it before, and thought that if I explained to him what this project was all about, he’d be interested in being a part of it.



Five British drivers will form part of the new Aston Martin Academy line-up

## FIVE BRITS IN ASTON ACADEMY LINE-UP

British GT pair Jamie Day and Josh Miller are two of five British drivers among the 22 pilots signed up to the latest Aston Martin Racing Driver Academy for 2022.

Day and Miller – who share a GT4 Aston Martin Vantage for British GT’s R Racing team – are joined in the line-up by fellow Britons Gus Bowers, who fought for 2020’s British GT4 title in and now leads

the GT4 European Silver standings, ADAC GT4 racer Tom Wood and FFSA GT4 competitor Ewen Hachez.

The prize for the successful graduate includes financial support towards a 2023 race programme plus tailored factory assistance and guidance. Drivers aged between 17 and 26 with Vantage GT3 and GT4 race programmes in recognised championships are eligible, and Ross

Gunn and Tom Canning are graduates. The judging panel includes three-time Le Mans winner Darren Turner.

Huw Tasker, head of AMR Partner Racing, said: “The Aston Martin Racing Driver Academy is an excellent tool for assessing the level of talent within our partner ranks and is the ideal way for the brand to give back to the sport.”

## INDY 500: INDIANAPOLIS BY ANDY HALLBERY

MAY 29

Photo: Motorsport Images

# ERICSSON STEPS UP AT THE RIGHT TIME

Marcus Ericsson scored a landmark victory in the Indianapolis 500 during a nail-biting two-lap shootout finish.

The Chip Ganassi driver, who had run under the radar for the whole month of May, was a popular winner of the 106th Indy 500, and was overwhelmed at his success.

The former F1 driver drank the traditional milk in Victory Lane, but admitted the final few laps under pressure from the McLaren SP team after a red flag – when he had a three-second lead wiped out – were tense.

“It was hard to refocus, but I knew the car was amazing,” said the Swede. “I knew I had to do everything to keep them behind... I can’t believe it. I’m so happy.”

One of the final cautions was brought out by Ericsson’s Ganassi team-mate Jimmie Johnson after a hard strike with the wall. The Californian was unhurt but it wiped out Ericsson’s lead.

Most of the race was dominated by his Chip Ganassi Racing team-mates Scott Dixon and Alex Palou. Both CGR drivers’ races were ruined

by penalties. Indeed, Dixon, who led the most laps, was on course to score his second Indy 500 win until his pitlane speed infringement ended his challenge. The New Zealander now holds the record for the most laps led at the Indy 500.

The final laps were a battle of Ganassi vs McLaren SP, and Mexican Pato O’Ward gave his best, but with double points opted for ‘two’ second places: “We were alongside each other with a lap to go. He was going to put me in the wall if I’d have gone for it. It was better to lift. It’s frustrating and bittersweet.

It definitely stings because the team did everything. I feel like I drove a race to position us there. It’s a bummer.”

McLaren’s Zak Brown chose to attend Indy over Monaco, and came so close to victory, and confirmed his IndyCar team will expand to three cars next year. Expect Alexander Rossi to be the new driver.

Finishing third was Tony Kanaan, also racing for Chip Ganassi. The Brazilian, making his 21st Indy 500 start and clear crowd favourite, led six laps, and was only 3.5seconds away from Ericsson at the finish.



Ericsson held off late pressure for Indy 500 victory

### Results

1 Marcus Ericsson (Chip Ganassi Racing-Honda) 200 laps; 2 Pato O’Ward (McLaren SP- Chevrolet) +1.7929s; 3 Tony Kanaan (Chip Ganassi Racing-Honda) +3.5173s; 4 Felix Rosenqvist (McLaren SP- Chevrolet) +4.1267s; 5 Alexander Rossi (Andretti Autosport-Honda) +4.9804s; 6 Conor Daly

(Ed Carpenter Racing-Chevrolet) +5.0799s; 7 Hello Castroneves (Meyer Shank Racing-Honda) +6.5614s; 8 Simon Pagenaud (Meyer Shank Racing-Honda) +7.0937s; 9 Alex Palou (Chip Ganassi Racing-Honda) +8.2446s; 10 Santino Ferrucci (Dreyer & Reinbold Racing-Chevrolet) +9.8329s.





Christodoulou took GB3 to record level

Photos: Jakob Ebrey, SCT Logistics

# GB3 GRID HIGHEST IN EIGHT YEARS

## Canadian joining means only the championship’s first year had a bigger entry

By Graham Keilloh

**The GB3 championship had its largest entry in eight years at Donington Park last weekend with some 22 cars participating in the junior single-seater championship’s East Midlands triple-header.** This 22-strong grid was only beaten in its 2013 debut year when, under its BRDC F4 title, 24 cars competed at Brands Hatch. The category last got a 22-strong grid in 2014, hitting that total in three meetings that season. The current GB3 season started with

21 entries at Oulton Park in April, then the grid dropped to 20 at Silverstone’s round two with Douglas Motorsport’s Marcos Flack competing in Italian Formula 4 that weekend. Flack returned to the GB3 grid at Donington, and the turnout was further boosted by Arden Motorsport’s Canadian debutant Nico Christodoulou who brought the entry to 22. Christodoulou’s addition, creating a three-strong line-up for the Arden team, comes after a tie-up between Arden and the American Velocity Racing Development team that

Christodoulou races with in Formula Regional Americas. The 17-year-old finished fourth in F4 USA last year with three victories, while this year in Formula Regional Americas he has bagged four top-six finishes in the first six races. Christodoulou said: “The GB3 grid is a tough and competitive one, and with this being my first event outside of the Americas, there’s a lot to learn.” Arden team manager Jack Woodhouse added: “With his record so far, we’ve no doubt he’ll get up to speed quickly as he builds his experience.”



Flack (11) was back at Donington

**OBITUARY**

**Geoff Parker**  
1944-2022

**Parker had life in motoring**

All at Motorsport News were very sad to learn that Geoff Parker, father of Team Parker Racing founders Andy and Stuart, passed away last week. Parker was born into a motoring family with his grandfather Albert owning a garage in Nuneaton. Geoff’s father Reg joined the business with Reg’s wife Joan also playing a huge part in its success. The family’s collection of cars has included a Bugatti raced by Richard Seaman and an ex-works Aston Martin DB3S driven by Peter Collins and Paul Frere at 1955’s Le Mans. Geoff and wife Marilyn would often be seen in a replica eight-litre Bentley. Geoff bought Andy and Stuart a kart when they were children, then bought them their first racing cars: Andy a Caterham and Stuart a Formula Vauxhall Junior. When the brothers began to run cars for others they moved to their own premises, forming Team Parker Racing. Geoff continued to support his sons and was a regular paddock fixture on race weekends, even if it meant grabbing a broom to clean up. As a life-long Bentley owner and fan, Geoff was particularly moved when the team clinched the overall 2017 British GT championship with a Bentley Continental GT3. All at MN pass their condolences to Geoff’s friends and family.

# VALOUR JOINS GB4 GRID

Radical champion squad Valour Racing became the eighth team to compete in the new GB4 championship when it joined the grid with a two-car entry at Donington Park last weekend. Sportscar racers Daryl DeLeon and Danny Harrison formed Valour’s driver line-up and, like their team, made their single-seater debuts at Donington. Filipino-Briton DeLeon after turning 16 last year immediately took Radical SR1 victory at Donington in September then got a class podium at the Algarve circuit in the Radical Intercontinental Cup. He joined Valour for this SR1 season and has already taken Donington and Brands Hatch race wins. Harrison, 21, has strong Britcar pedigree after taking five race wins from nine

races in a Praga in 2020, and last year he finished second in class with five podiums racing a Nissan GT3. Prominent sportscar team Valour won 2017’s Radical European Masters championship in and 2020’s Radical UK championship. It has now expanded into single-seater competition for Donington’s GB4 meeting onwards. Oldfield Motorsport made its GB4 debut at Silverstone in early May with Lucas Romanek, and won the reversed-grid race. It didn’t race at Donington but boss James Oldfield would like to complete more GB4 rounds this year. Fortec’s Elias Adestam was absent from Donington due to financial reasons, and hopes to be back at the next GB4 round at Snetterton later this month.



# FULL SPEED AHEAD FOR GB3’S SMITH

Douglas Motorsport’s GB3 racer Tommy Smith has just received the unusual accolade of having a locomotive train named after him. The 19-year-old Australian has been sponsored by SCT Logistics, an interstate transport company in his homeland, since his car racing career began in 2018. Now a Locomotive CSR016 named the ‘Tommy Express’ has become part of the firm’s fleet of over 40 locomotives. It will travel across Australia complete with a cartoon image of Smith in his GB3 car on the train’s side.



DeLeon (l) and Harrison form Valour’s debut entry

# SWEDISH PAIR GET PETERSON AWARD

GB3 frontrunner Joel Granfors and GB4 racer Elias Adestam have each been awarded 30,000 Swedish Krona (around £2400) from the Ronnie Peterson Memorial Fund scholarship. The fund was established shortly after Peterson’s untimely death after 1978’s Italian Grand Prix to honour the Formula 1 star’s memory by promoting and supporting Swedish youngsters in motorsport. The fund is owned and managed by

the Swedish Motorsport Association and is awarded to a small number of drivers annually. Swedish duo Granfors and Adestam, both aged 16, both compete for Fortec Motorsports. Granfors led the GB3 standings heading into last weekend’s Donington Park meeting while Adestam was fifth in GB4’s table. Granfors told Motorsport News: “It’s a great feeling, it’s pretty cool that it was both of us [him and

Adestam]. I’m grateful for the prize. “It’ll go straight into racing, a couple of new sets of tyres [or] a few test days maybe. “They’re [the jury] looking at the driver that they think is looking the most promising out there and then they choose the two drivers they think is going to get the furthest. “[Peterson] is the most successful driver in F1 of all the Swedish people so for sure I’m looking up to him and hoping that I can do the same.”



GB3’s Granfors gets grant



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## RALLY NEWS

# WRC GIANTS RETURN FOR ANOTHER BATTLE IN AFRICA

As the title race heads to Sardinia, Loeb and Ogier commit to Kenya's Safari Rally

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com



Loeb will make first return since 2002



Ogier was a Safari Rally winner last season

By Graham Lister

**Sebastien Loeb and Ogier will lock horns for the third time this season when they contest the Safari Rally in Kenya later this month.**

The two giants of the World Rally Championship, who have won a combined 17 WRC titles, are contesting partial campaigns with M-Sport (Loeb) and Toyota (Ogier) this season.

After going head to head on the Monte Carlo Rally in January and last month's Rally of Portugal, the French legends will be in action in Africa from June 23-26.

While Ogier won on his Safari Rally debut last season as the event returned to the WRC for the first time since 2002, Loeb's one and only Safari appearance to date came that year when he finished fifth in a Citroen Xsara WRC alongside former co-driver Daniel Elena, winning three stages in the process.

Loeb will drive a Ford Puma Rally1 in Kenya with Ogier competing in a Toyota GR Yaris Rally1.

"Kenya is quite amazing; it's the rally from where I have the most memories," said Loeb, 48. "At that time Kenya was very different, the longest stage was 120

kilometres long and we all had a helicopter over our cars announcing all the wildlife that we were approaching on the stage.

"Now it is very different, more like a typical WRC rally, it is easier to do it this way but the difference for me compared to Portugal is I have no experience of these stages. It is always much more complicated when you arrive to a rally where you have never done the stages before, it will not make it easy, but I am really happy to be going."

After beating Ogier to victory on the Monte Carlo season opener, Loeb won stage four in Portugal to climb from

seventh to first place only for an accident to force him out on the very next stage.

"It was nice to see we were competitive in Portugal with the Puma, it is good to know the Puma is very fast and competitive on gravel," Loeb said. "Kenya is something very different to Portugal, I don't know the current version of the rally, I have seen some videos of the stages which are very different, they appear to be rough with very big stones."

The 2022 Safari Rally is based in Naivasha and is set to feature a 19-stage route over a competitive distance of 225.90 miles.

### Loeb return can push M-Sport, says team boss Millener

Team chief Richard Millener believes Sebastien Loeb's return to M-Sport for the Safari Rally will be a big boost for the Cumbria-based squad.



Millener

Loeb scored a debut win for the Ford Puma Rally1 on January's Monte Carlo Rally and led for a time in Portugal before crashing. Although Craig Breen completed the Monte Carlo podium, it's been a season largely without reward for semi-factory team with Adrien Fourmaux, in particular, enduring a miserable campaign.

However, confirmation that Loeb and co-driver Isabelle Galmiche will be part of the M-Sport attack on one of the WRC's toughest events is perfectly timed.

"The team is thrilled to have Seb and Isabelle back with us again, on what is one of the most iconic events of the season," said Millener. "Seb has a fantastic track record on gravel events, and his performance on [the] Monte and [in] Portugal, while it lasted, showed us what both he and this car are capable of."

"With Safari Rally still a fairly new event back on the calendar, we have a pretty even playing field and think with Seb in the team we can really show everyone what the Puma can do. It's always fantastic having Seb with us, the atmosphere it brings to the service park but also his drive and motivation is unparalleled, and something we all thrive off."

M-Sport will enter five Pumas on the Safari with Greek privateer Jourdan Serderidis competing in a fifth entry alongside Breen, Fourmaux, Gus Greensmith and Loeb.

## TALENTED FINNS LINE UP TO CHALLENGE EVANS

Elfyn Evans will face opposition from not one but two talented Finnish team-mates on Rally Italy, which starts with a mixed-surface superspecial in former base town Olbia from tonight (Thursday).

As well as runaway World championship leader Kalle Rovanpera, Evans has Esapekka Lappi to contend with as he bids to keep his title challenge on track after his Portugal podium last month helped to cancel out some of his early season misery.

Lappi is on a car-sharing deal with Sebastien Ogier in the factory Toyota team and with Ogier not competing on Sardinia, the European champion gets his third outing of the season.

"I've always liked going to Sardinia; the location and the weather is really nice and I had some good rallies there when I was last with the team," said Lappi. "Our starting position will be good for Friday and I hope we can fight for the top four or even a podium."



Lappi will be back on duty for the Toyota GR squad on Rally Italy

Lappi will start eighth on the opening leg in Sardinia, one place behind Evans, who reckons contesting back-to-back gravel events in close proximity can help his title fightback.

"It was good to get a strong result on the board in Portugal and although I wasn't fully satisfied with the weekend, it gives us something to build on in Sardinia," Evans said. "As a team we showed that we have a great

starting point with the car on gravel and I think we can still improve some things for the next event. It helps to have two rallies in succession that are relatively similar in character, although the roads in Sardinia tend to have a harder base than the stages in Portugal. The weather is likely to be even hotter, so it is going to be a challenging weekend for the cars and the drivers."

## JOHNSTON: NO SHAME IN LOSING PORTUGAL PODIUM

Irish co-driver Aaron Johnston has told Motorsport News he and driver Takamoto Katsuta "have to be extremely happy about what we managed to achieve" on Rally Portugal last month, despite losing out on a podium on the final stage of the gravel event.

It would have been Japanese driver Katsuta's second podium and Johnston's first had they held on in their Toyota GR Yaris Rally1.

"It was a fantastic weekend in Portugal," said Johnston. "If you look at the overall picture, we showed some good speed over the three days of the rally. We were

fighting at the very front of the field so, overall, I think that we have to be extremely happy about what we managed to achieve at the event.

"At Toyota Gazoo Racing, we have a team where everyone is at the best level they can be. That helps me and Taka to produce the results that we do," he added.

"Now that we have done six or seven rallies and have spent six or seven months together, we are getting to know each other better and the relationship is improving all the time. That was clear in Portugal, so let's see what Sardinia brings."



Johnston says Katsuta's pace is strong and the podium is beckoning



# RALLY NEWS

## HENRY HEADS THE WAY IN TYRONE

Desi Henry tops the entry for Saturday's Tyrone Stages Rally, round four of the Northern Ireland Rally Championship, and is predicting another nip-and-tuck battle on the closed-road event.

Henry (Ford Fiesta Rally2) was gifted victory on the final stage of last month's Maiden City Stages when Cathan McCourt (Citroen C3) overshot a junction late on and lost the lead.

Looking ahead to the nine-stage rally, Henry said: "Both Cathan and Jonny Greer are both going really well at the moment and I would expect this rally to be a continuation of the last one. The competition will be tight."

Other leading names in the capacity 100-car field include Derek McGarrity, Joseph McGonigle, Aaron McHale, David Bogie and Declan Boyle.

# AMERICAN NOVICE IMPRESSES IN FIESTA RALLY2 ON PLAINS DEBUT

## Commuter plans more outings in the United Kingdom and Europe after successful outing

Photos: Paul Lawrence, Jakob Ebrey, Martin Walsh



Dobasu will be back to the UK

By Paul Lawrence

**American youngster Allen Dobasu made a sensational four-wheel-drive rallying debut last week when he finished sixth on the Plains Rally in a Ford Fiesta Rally2.**

Remarkably, the 23-year old from Detroit was contesting his second-ever rally, having only

previously competed on the 2017 Bushwhacker Rally in Northern Ireland in a Honda Civic.

"My father rallied a bit in the US and then rallied a few times over in Ireland and I believe maybe once or twice in the UK," said Dobasu.

Armed with the Fiesta Rally2 from Dom Buckley Motorsport, Dobasu and British co-driver Chris Williams started the day

steadily but soon upped their pace and later took two top-five stage times. He now hopes to do more rallies in the UK and Europe.

"The Plains was just the closest rally that was up and coming and it just worked for everybody's schedule and so we managed to get over here," he said during the Plains. "This is my first time in this type of car and it was a massive,

massive jump, honestly. Everybody kept telling me that I'd progressed extremely well but I don't know and I didn't win any stages. But we finished, so I'm very happy with that and I'm looking forward to the next one."

The American with Romanian heritage is living in the US so will have to commute to go rallying. "It just makes more sense financially

and everybody's here and Buckley's in Scotland. We'll maybe do some events over in Europe as well and maybe Ireland too," he added.

He said the fast Welsh forests delivered a big learning experience. "The stages were short, fast, and a few bits are very technical. We got caught out on the last stage and spun at one of the hairpins, which cost 15 seconds," said Dobasu.

# DAVIES EXPLAINS HIS JIM CLARK ABSENCE

Andy Davies has explained that a combination of factors led to him missing last weekend's Jim Clark British Rally Championship round.

Davies faced a race against time to repair his Ford Fiesta R5 after a big crash on April's Tendring and Clacton Rally, and he fell short of that target by just a week. But there were also issues reapplying for his

competition licence following his doctor's report, and with getting his hands on a Hyundai i20 R5 which Davies had planned to hire but couldn't get insurance approval for.

"There were three or four avenues, there was a hell of a lot against me on this one to be honest," Davies told Motorsport News. "It's not all bad though and we're going to

continue with the British on the Nicky Grist event and we're going to transfer the budget to the Mull Rally now. We may even put in a late entry to Donegal: we're going to Donegal regardless so we may well take a car with us.

"We've made provisions to ensure that this doesn't happen again," he added. "We've doubled up on

everything and we've contingency plans in place because I'm not really about missing championship rounds. Previously every championship I've done I've never ever missed a round so this is a first for me and I don't like being in this position, but then again it was a seriously bad accident so I need to remember that."



Repercussions of round one crash thwarted Andy Davies



The are dark clouds looming about Down Ampney

# UNCERTAIN FUTURE FOR RALLYING AT DOWN AMPNEY

The future of the popular Down Ampney airfield in Gloucestershire as a rally venue now hangs in the balance following the Red Dragon IT Stages on Saturday.

The venue, which has been used for rallying since the mid-1970s, may be lost to the sport as long-

term plans to extract gravel from the site are moving ahead.

Martin Saunders, chairman of the Cotswold Motor Sport Group is also the venue liaison officer. "The Red Dragon IT Stages was the last event under the five-year licence we had to hold rallies on the airfield," said Saunders. "The

situation will be reviewed with the land agent later this year."

The gravel extraction is currently the subject of a planning application and some local event officials hope that there may be scope to run more events yet at the disused World War Two airfield.

However, should rallying be

lost at Down Ampney it will be a major blow for the sport in the region. The airfield has been a regular event in regional calendars for more than 40 years, with three springtime events each year in recent times, run by the Cheltenham, Cirencester and EMCOS clubs.

# MOFFETT BROTHERS SET FOR MUNSTER SHOOTOUT

Brothers Josh and Sam Moffett will go head-to-head on Sunday's Munster Stages, round five of the Motorsport Ireland National Rally Championship.

Josh has won all four rounds to date in his Hyundai i20 R5 and his main rival on the closed-road event will be his elder brother Sam in his Ford Fiesta WRC. Their last battle was six

weeks ago when Josh took a 12-second victory over Sam on the Monaghan Rally, an event they now have each won three times. Josh's principal championship rival Darren Gass is not among the capacity entry but Sam has decided to compete as a possible shakedown for the Donegal International, and Josh is pleased that his brother will be

chasing him on the stages.

"It's great Sam is going, he won't make it easy, that's for sure," said Josh. "I'll give it a go and see, if I feel I can race him, I will. In Monaghan, he hadn't been in the car for a long time and I think we both feel the WR car should be that bit faster. The family rivalry is as good as ever, it's just that Sam hasn't been doing as much as before."



Josh Moffett will be forced to fend off older brother Sam on Munster Stages this weekend



## WRIDE RIDES OUT THE PAIN

Yorkshire-based co-driver Graham Wride has returned to rallying in recent weeks after being injured on the Riponian Rally in early February.

Wride suffered seven broken ribs on the Riponian after the Subaru Impreza of Steve Pawson he was co-driving in went off in the Gale Rigg stage. Wride then had to live very quietly for a number of weeks while the ribs healed.

“I was dreading getting Covid and getting a long cough because that would really have hurt,” he said. “So I just had to sit it out while the ribs healed.”

He returned on the Border Counties Rally in mid-May and followed that up with an outing in Simon Wallis’s historic Ford Capri on the Plains Rally a week later.



Mimmagh enjoyed first Isle of Man rally

# MIMNAGH GOES WELL ON MANX DEBUT IN FIESTA

### Fastest stage times encourage Northern Irish pilot on his island debut

By Paul Lawrence

Northern Irish rally driver Gareth Mimmagh showed impressive pace on his recent Isle of Man debut with his Ford Fiesta R5.

County Tyrone-based Mimmagh was encouraged to tackle the island stages for the first time by his island-

based co-driver Barry McCarney on the May 13-14 Manx Rally event

They have competed together for seven years, mainly tackling events in Ireland on both asphalt and gravel.

“I’ve never been here before,” said Mimmagh on the island. “Barry talked me into it.”

With 10 years’ rallying experience, he’s only had the R5 for the last six months and so far has done a small number of Irish events.

“I’m still trying to get to grips with it,” said Mimmagh after setting three fastest stage times on the Manx. However, he dropped well down the order after an off and resultant

suspension issues at Druidale on Friday night.

He returned to the event under the Superrally rules for the second day and finished in 15th position, third in the B8 class.

“We’ll do some more at home and we’ll do the Bushwhacker [on September 17] on gravel later this year,” said Mimmagh of his plans.

## ROAD RALLY ROUND-UP

### MG ZR crew take Debden Targa spoils

Just two seconds separated Mark Peterson/Jim Bowie from Ethan Davies/Matt Smalley at the end of the Debden Targa, with Peterson/Bowie taking the win.

Davies/Smalley had been third fastest on the opening test, but then missed recording a code board on the second and added 30s to their total, leaving them in 19th position. They fought back and claimed fastest time on the next five tests, which took them back to second.

Davies/Smalley briefly held the lead after Test 7 but Peterson/Bowie, who had led from the start, regained the position on Test 8. Despite Davies/Smalley putting in the fastest time on the final test, the MG crew held on to claim victory.

Third place was taken by the Renault Clio of Alan Coombs/Andy Bainbridge. They swapped seats in their Mazda MX-5 and won the Clubman Rally.

Matt Endean/Dave Leadbetter were one

of only a few crews to avoid picking up at least one test fault during the day and came home in fourth place.

Habitual frontrunners Bradley White/Jamie White only lasted until Test 3 when the diff on their BMW failed.

Davies took maximum BTRDA Championship points for the second week running, although Elliot Sharp, who finished in 14th position, currently leads the points table.

Ian Mills

**Results**  
**Debden Targa Rally**  
**Organiser:** Wickford Auto Club/Kings Lynn & District Motor Club  
**When:** May 22 **Where:** Debden Airfield, Essex  
**Championships:** BTRDA **Tests:** 12 **Starters:** 79  
1 Mark Peterson/Jim Bowie (MG ZR) 34m58s; 2 Ethan Davies/Matt Smalley (Ford Puma) +2s; 3 Alan Coombs/Andy Bainbridge (Renault Clio Williams); 4 Andy Bainbridge/Alan Coombs (Mazda MX-5); 5 Matt Endean/Dave Leadbetter (MG ZR); 6 Martin Lane/Charlotte Gee (Ford Ka); 7 Tony Clements/Louise Clements (Skoda Fabia VRS); 8 Mick Valentine/Zac Valentine (Ford Escort); 9 Adrian White/Ellen White (BMW 318Ti); 10 Duncan Christmas/Laura Christmas (Vauxhall Corsa).  
**Class winners:** Clubman: Bainbridge/Coombs; Semi-Experts: James Fewell/Alex Fewell (Ford Puma); **Novices:** Simon Hawken/Sarah Hawken (Nissan Micra).

## RED DRAGON STAGES: DOWN AMPNEY BY IAN HARDEN

MAY 28

## JONES AND DAVIES TAKE A DOMINANT RED DRAGON TRIUMPH

Wayne Jones and co-driver Jonathan Davies (Darrian GTR) dominated at Down Ampney and set fastest time on eight of the day’s 10 stages to beat fellow Welshmen Aled Morgans/Mark Rodway (Ford Escort Mk2) by 2m03s. Daniel Jones/James Davies (Renault Clio) claimed third spot.

In warm weather, Wayne Jones immediately made his Darrian’s power and handling count and he outpaced

everyone to lead by 26s after the opening pair of stages. He remained consistent, his car running faultlessly as he recorded his first win at the venue.

Behind the leader, a tense battle developed between Morgans, Harry Gardner/Elliott Graham (Subaru Impreza S9 WRC) and Daniel Jones/Davies, with Nigel Mee/John Fellowes (Impreza) in hot pursuit.

Morgans’ refurbished engine proved

the deciding factor. It allowed him to push hard in the closing miles and he set a series of second-fastest times to take runner-up spot and win Class D. Daniel Jones’s run to third and Class C victory included a mid-rally scare when he cracked two rear brake discs, his mechanics fitting a replacement loaned by another competitor after SS5.

**Results**  
**Organisers:** EMCOS. **When:** May 28. **Where:** Down

Ampney, Wiltshire. **Championships:** AWMCM Heart of England, Cotswold MSG, WAMC Tarmacadam. **Starters:** 75. **Stages:** 10.

1 Wayne Jones/Jonathan Bailey (Darrian T90) 1h19m58s; 2 Aled Morgans/Mark Rodway (Ford Escort Mk2) +2m03s; 3 Daniel Jones/James Davies (Renault Clio); 4 Nigel Mee/John Fellowes (Subaru Impreza); 5 Joe Piggott/Rhys William Edwards (Citroen Saxo VTR); 6 Gavin Rogers/Georgina Clark (Escort Mk2); 7 Neil Jones/Alan Thomas (Vauxhall Astra); 8 Ashley Francis-Adams/Justin Fowler-Bishop (Nissan Micra); 9 Anthony Deignan/Kirun Deignan (Skoda Fabia Vrs); 10 Michael Bowle/Jizzie Lawrence (Renault Clio). **Class winners:** Ashley Francis-Adams/Justin Fowler-Bishop (Nissan Micra); Piggott/Edwards, Jones/Davies, Morgans/Rodway, Mee/Fellowes.



Jones was in charge throughout the rally

## HRCR: HUGHES RALLY BY MARTIN PHAFF

MAY 28

## HUGHES AND GOFF LEAD THE LINE IN A FIGHT AROUND EAST KENT

After a tight battle throughout, Leigh Powley and Brian Goff took the Hughes Rally win from last year’s victors Stephen Owens and Nick Bloxham.

Third place went to Alan Pettit and Peter Rushforth with the co-driver celebrating his first podium since the 1998 Historic Monte Carlo Rally.

A number of championship regulars opted to miss the hike down to East Kent, a shame as Blackpalfrey Motor Club put on an

excellent event. Centred around the town of Ashford, the event started with three regularities with the third of those capturing widespread praise. Held around the perimeter tracks of Manston Airport, it provided almost seven miles of grass, runway or loose-surface action. Powley turned the screw in this section with his Toyota going three seconds quicker than Owens’s Porsche 911.

The first of the tests at the airfield

venue led to the retirement of serial frontrunners Ian Crammond and Matt Vokes as their Mercedes 280SL’s differential succumbed to the very grippy surface.

An afternoon of regularities using every triangle and ‘not-as-map’ junction available bought crews back to Ashford where Powley, known for his exploits navigating in open-top Bentleys in all weathers, had secured his first Historic win as a driver.

**Results**  
**Hughes Historic Rally**

**Organiser:** Blackpalfrey Motor Club of Kent **When:** May 28 **Where:** Ashford, Kent **Starters:** 41.

1 Leigh Powley/Brian Goff (Toyota Corolla) 15m23s; 2 Stephen Owens/Nick Bloxham (Porsche 911) +1m38s; 3 Alan Pettit/Peter Rushforth (Volvo Amazon); 4 Ken Binstead/Sarah Binstead (MGB); 5 Les Andrew/Martin Phaff (Peugeot 104ZS); 6 Hugh Garris/David Bell (Ford Fiesta); 7 Mark Goodwin/Anthony Davies (Triumph TR7 Sprint); 8 Robert Robinson/Clare Grove (MG Maestro); 9 Peter Engel/Mark Dunkerley (Mazda Eunos); 10 Harvey Steele/Martin Pitt (Volvo 144). **Class winners:** Experts: Pettit/Rushforth. Novices: Graham Skeggs/John Murdoch (MGB GT). **Clubmans:** Colin Woodhouse/Richard Pashley (Rover 25).



Powley swapped a drop-top for a Toyota



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# SPORTING SCENE NEWS

## BRISCA F2 ROUND-UP

### Moodie is in Supreme form at Crimond

Gordon Moodie and Jamie Jones split the honours in the Brisca Formula 2 World Championship qualifying double-header in Scotland. Double heat winner Jones led the way in the final at Crimond but, from near the back of the field, Moodie had already risen to eighth before an early caution period. He quickly climbed to fourth, then cannoned Euan Millar into Robbie Dawson to take third. With Charlie Guinchard tracking his progress, Moodie moved inside Millar then hunted down Jones. Victory also earned Moodie the Brisca Supreme title in its first staging since 1989. The following afternoon at Cowdenbeath, Jones hit the front early on and broke clear to win from fellow yellow-graded driver Jason Blacklock as the star men battled hard and delayed each other. Jones's first win in a final was rewarded with the Jim Clark Trophy. Moodie was an early casualty after a trip into the wall courtesy of the English visitors. Shale specialist Tony Blackburn caught and passed Matt Linfield to claim victory at Northampton on Saturday. A day later at Buxton, Connor Smith led the early laps before being passed by Ben Bate, who was himself chased down by Harley Thackra in the closing stages.

Mark Paulson

**Results**  
**Organiser:** Crimond Raceway **When:** May 28 **Where:** Crimond Raceway **Starters:** N/A.  
1 Gordon Moodie; 2 Charlie Guinchard; 3 Jamie Jones; 4 Euan Millar; 5 Chris Burgoyne; 6 Mike Philip; 7 Harley Burns; 8 Liam Rennie; 9 Steven Burgoyne; 10 Jonathan Hadfield.  
**Organiser:** Spedeworth/Incarace **When:** May 28 **Where:** Northampton Shaleway **Starters:** 19.  
1 Tony Blackburn; 2 Andrew Palmer; 3 Matt Linfield; 4 Pat Issitt; 5 Reece Cox; 6 Ben Chalkley; 7 Ricky Castell; 8 Jack Prosser; 9 Marcus Gilbert; 10 Kevin Cope.  
**Results**  
**Organiser:** GMP Scotland **When:** May 29 **Where:** Cowdenbeath Racewall **Starters:** 26.  
1 Jamie Jones; 2 Jason Blacklock; 3 Euan Millar; 4 Charlie Guinchard; 5 Dave Polley; 6 Liam Rennie; 7 Steven Burgoyne; 8 Craig Wallace; 9 Jonathan Hadfield; 10 Craig Driscoll.  
**Results**  
**Organiser:** Buxton Raceway **When:** May 29 **Where:** Buxton Raceway **Starters:** 20.  
1 Harley Thackra; 2 Ben Bate; 3 Tom Bennett; 4 Billy Webster; 5 Jordan Thackra; 6 Connor Smith; 7 Steve Smith; 8 Rob Mitchell; 9 Amy Webster; 10 Dan Baker.

# LYDDEN ALTERS RALLYCROSS LAYOUT TO IMPROVE THE ACTION AT KENT VENUE

## New banked Talladega corner to spice up the side-by-side action in rallycross

Photos: Colin Casserley, BRX 5 Nations, Lydden Hill, Monster Energy, SteveWhite

By Hal Ridge

The oldest rallycross circuit in the world, Lydden Hill, is in the process of making a raft of changes ahead of the first-ever Nitro Rallycross Championship event to be held outside America later this month.

Having introduced a joker lap for the 2009 season, which was built around the outside of the loose-surface Chesson's Drift opening right-hander, the corner is being renamed Talladega. It will be turned into a long, banked right-hander and the joker lap is being moved to the outside of Paddock Bend.

That will, according to track bosses, "allow cars to enter the first corner side-by-side and continue close racing for the remainder of the lap." Those revisions were made ahead of the BTRDA Clubmans Rallycross event at the Kent circuit last weekend, before the addition of a jump and other changes are made ahead of the Nitro RX weekend, which is scheduled to take place on the June 18-19 weekend. "It's been great fun reshaping Chesson's into what I believe will be more fun for the drivers and action-packed racing for the spectators," said circuit owner and rallycross competitor Pat Doran.



The Chesson's Drift corner at Lydden has been remodelled and is banked for close action

# TITLE WINNER EVANS GOES BACK TO BRITISH RALLYCROSS AT MONDELLO PARK

The 2006 British Rallycross champion Christopher Evans will return to the series for this home rounds at Mondello Park this weekend. Evans won the biggest domestic prize in a Tony Barty Motorsport-run Opel Astra but will campaign a Pat Doran-owned Citroen C4 in the first British RX event to be held at Mondello since 2017.

"I've been talking about doing something for some time, I've wanted to do British Championship races for the last few years, the series is strong and it's exciting to be getting involved," said Evans. "An opportunity came up to race at Mondello, so we've got something together to make a comeback. Things have changed since I last drove

a Supercar, I'm told the technology makes the cars more reactive than when I raced my old Astra." The 45-year-old hasn't raced a rallycross Supercar for 12 years but will have spent time in recent years competing in different disciplines in Ireland. He explained: "I've been doing Targa rallies, sporting trials, or autotests every second or third

weekend in Ireland, so it's not like I've been doing no motorsport, so I should be OK. I'm a little bit apprehensive. All of the drivers are quick and I'm jumping back into the middle of it. I've no idea how things will go – I'm doing the event to have a bit of fun but going there just to have a bit of fun isn't really me either – I want to do well."



Evans will be back in a Citroen

## BRISCA F1: BRADFORD BY COLIN CASSERLEY

MAY 28



Fairhurst: Shakedown brought a win

## FAIRHUST MAKES IT WORTH THE WAIT WITH ODSAL GLORY

Lee Fairhurst has sat out the season so far waiting for engine parts. They finally arrived on Tuesday last week and his crew worked all hours to put the engine together in time for Bradford's meeting last Saturday. It was worth the effort as Fairhurst crossed the line first in the meeting final. The winner explained: "I was only going to run the engine [at Bradford], try and take it easy but it felt good so I forgot all that and went as hard as I could. I must thank my crew for the work they have put in this week, without them I would not have been here." Russell Cooper jumped into the early lead in the race, but he pulled off with mechanical problems, which handed

the lead to Austin Moore with Joff Gibson in second. The duo battled for the lead until Moore retired with a puncture. Soon after that, Fairhurst nudged his way into a race-winning lead. Behind Gibson, Ryan Harrison and Tom Harris were involved in a tremendous scrap in which they raced side by side for several laps. On the penultimate lap, Harrison moved into second with Harris barging his way passed Gibson into third on the last corner of the race. Harrison explained: "I took it a bit easy at the start as there was a lot of cars going everywhere and I wanted to get through without getting a flat

tyre. Towards the end of the race, I was closing in and maybe should have gone to the top of the track sooner than I did." Third-place man Harris said afterwards: "It was a great race with Harrison. It's only the second time I have driven this car and it is already starting to show it's potential. There is more to come from it yet". To underline his point, Harris went on to win the Grand National by almost half a lap. **Results**  
**Organiser:** VorStox, Brisca F1 **When:** May 28 **Where:** Odsal Stadium, Bradford **Starters:** 49.  
1 Lee Fairhurst; 2 Ryan Harrison; 3 Tom Harris; 4 Joff Gibson; 5 John Dowson Jr; 6 Craig Finnikin; 7 Mal Brown; 8 Mark Gilbank; 9 Liam Gilbank; 10 Joe Nickolls.

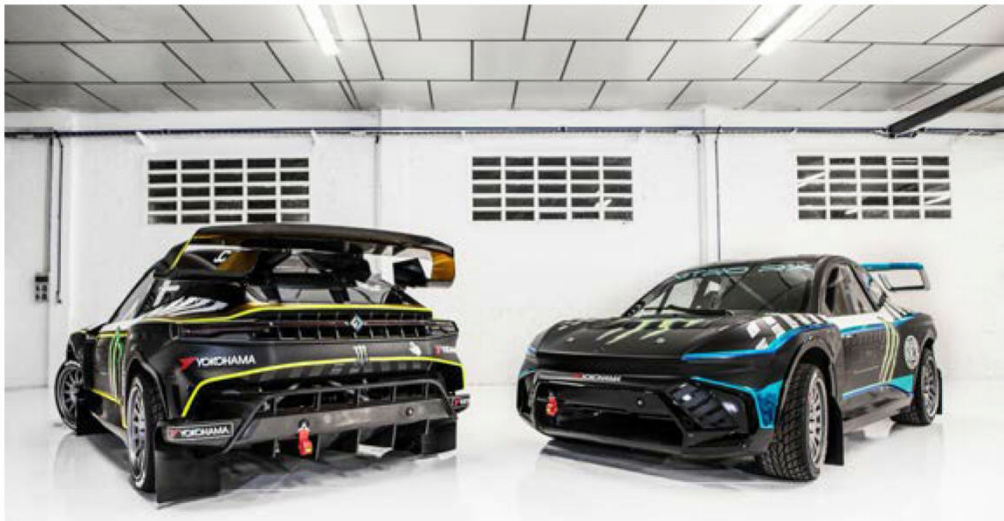
# EUROPEAN CHAMPION BAKKERUD SORTS NITRO RALLYCROSS DEAL FOR THIS SEASON

Reigning European Rallycross Champion Andreas Bakkerud has re-signed for the Monster Energy RX Cartel team to race in the new Nitro Rallycross Group E series. Bakkerud raced with the team in the World Rallycross Championship in 2019 and 2020, but it was British driver Liam Doran and Swede Robin Larsson who competed for

the squad in the Nitro RX series last year. Now Bakkerud will take Doran's full-time seat with the squad to race an all-electric FC1-X car alongside Larsson in Nitro RX, while Doran is working on selected outings in a yet-to-be-decided series. World RX event-winner Bakkerud claimed the Euro RXX1 (Supercar) crown

last season with an ES Motorsport and will make his maiden start in the FC1-X at Lydden Hill in the Nitro RX opener at Lydden Hill later this month (June 18-19). "It's 'go' time," said Norwegian Bakkerud. "I'm excited to hit the track again with the RX Cartel. We have a huge new challenge ahead of us, with 10 rounds of

Nitro RX across the globe and a 1000bhp all electric car to take the fight to the competition with. It's going to be an insane year, and I can't wait to show you all what we have in store." The team's cars will be run in a collaborative effort between Sweden concern JC Raceteknik and American outfit Dreyer and Reinbold Racing.



Bakkerud will drive an Energy RX Cartel machine at Lydden Hill



# HISTORICS

## DOWN THE PUB

**GREG ROBERTSON**

Historic FF2000 racer  
Age: 46 Lives: Newbury



Robertson: single-seater ace

### He followed his dad into racing

“My dad Cliff started out racing Frogeye Sprites with Jonathan Palmer at one point. He used to have a Formula 1300 called the Deb. That was the first racing car I ever drove and I broke the gearbox.”

### They moved up

“It was a green car, very wide at the rear and very narrow at the front. It was as an old 1172 that had sort of been converted up. It was pretty horrible, really. It was the first car I drove, but I didn’t race it. Then dad moved on and he bought a Tasman 3 and that was a brilliant car and I raced that with Classic Clubmans. It was just an absolutely cracking car.”

### He went travelling

“Then I went away travelling and by the time I came back, dad had suffered a stroke and got rid of the car. He wasn’t able to race anymore and I luckily got myself in the position somehow that I had enough money to buy a car. Dad always bleated on about Formula Ford 2000s. He said he wouldn’t have done it in period because they were all mad men.”

### He got the Reynard for Historic FF2000

“I spoke to various people including Iain Rowley and Uncle Ken Thorogood. I’ve got young family so I wanted to get something that’s pretty robust. I bought the Reynard from Ken and it’s a great car and I’ve never really looked back. I’ve had it for about 10 years but I never do full seasons because of my kids. But for me, it’s about having a great weekend away with my old man. He’s still very much part of it.”

### He loves the category

“It’s just a nice formula with nice people and series organiser Alan Morgan does so much. There are some brilliant drivers out there. And I think that’s the thing; it’s so competitive because the cars are so close.”

### He’s had some good pace

“There’s two things I’ll put that down to and one is Ant Denham building my engines at CKM Engineering. Then the biggest thing I did was that I got Tom Smith at TS Historic to drive the car Brands and he said: ‘you can’t drive this any faster because it’s unpredictable. We’ll do this, we’ll do that.’ That’s when I made a massive step forward.”

# QUEEN ELIZABETH TO BE CELEBRATED AT HSCC’S CADWELL PARK SPECIAL

Historic club sets out plans to pay tribute with jubilee events at the Wolds Trophy

Photos: Paul and Ben Lawrence

By Paul Lawrence

The Historic Sports Car Club will celebrate the Queen’s Platinum Jubilee during its annual Wolds Trophy meeting at Cadwell Park on Saturday and Sunday, June 4-5.

The weekend of historic racing on the Lincolnshire circuit coincides with the Queen’s Platinum Jubilee celebrations. The club will host a drinks evening on Saturday at the circuit club house with an invitation to competitors, teams and marshals to pay tribute to Her Majesty the Queen.

The paddock will be decorated with union flags and a jubilee tea, with a British theme, will be served in the club house. The national anthem will be played on Sunday.

Three special awards will be presented to mark the occasion. The Jubilee Cup will be presented for the ‘spirit of the weekend’ to



The HSCC Wolds Trophy will celebrate

mark an achievement, activity or performance from a driver or anyone else involved in the event.

A new Queen Elizabeth Cup will be presented for the drive of the weekend and will be judged by the circuit commentators.

A Platinum Cup will go to the

best-presented car of the weekend and this will be judged by the scrutineers.

Andy Dee-Crowne, CEO of the HSCC, said: “We all love going to Cadwell Park but this year is even more special because it coincides with the Platinum Jubilee celebrations.

“We felt it was appropriate to have our own celebrations at Cadwell Park to mark the remarkable 70 years of service by Her Majesty the Queen.

“We hope that lots of competitors, team members, marshals and spectators will join in with the celebrations.”



Mike Roberts’ car was rebuilt after Rally North Wales inferno

## ROBERTS PRAISES RESCUE AFTER FORD BARBECUE

Rally driver Mike Roberts says he was lucky not to lose his Ford Escort Mk2 after it caught fire on Rally North Wales in March.

An engine fire started at the end of the Big Ray stage and was only extinguished with the help of following crews.

The ex-Ron Morgan car was rebuilt for last year’s Roger

Albert Clark Rally and has been rebuilt again following the fire. It was finished in time for the Plains Rally, including a full rebuild of the Pinto engine.

“It took a lot to put the fire out and thanks are due to all the other crews and marshals who helped,” said Roberts, who thought the fire was going to engulf the car.

Welsh armada to head to New Zealand

Wales Motorsport will take at least four historic Ford Escort Mk2s to New Zealand for the Silver Fern Rally in November.

Team boss, and 2016 Silver Fern winner, Meirion Evans confirmed that four cars are booked and that his team could even grow by one or two more cars over the coming weeks.

Now confirmed for the sensational week-long gravel rally are Roger Chilman, Ron Morgan, Brandon James and James Ford. Chilman finished second overall when the event last ran in 2018 and has built his 2022 season around the marathon event.

“We will be shipping the cars at the end of July,” said Evans.

Looking further ahead, he says there is massive interest in the 2023 Roger Albert Clark Rally and he is planning to field at least eight cars on the five-day event, such is the level of customer interest.



## ROWER STICKS HIS OAR IN FOR A WIN

Olympic rower Jonathan Walton and his wife Molly won the recent HERO Novice Trial on their rallying debut. Using a Triumph TR3 from the HERO ‘arrive and drive’ fleet, the Waltons beat 46 other crews to win the rally and proclaimed that they had ‘found a new sport’. The former Olympic rower finished fifth in the men’s double sculls in the 2016 Olympics in Brazil.

Four IndyCar heroes draft into Goodwood Revival line up

Four IndyCar Series drivers will race at the Goodwood Revival in September.

Helio Castroneves, Scott Dixon, Dario Franchitti and Jimmie Johnson will all contest the two-part St Mary’s Trophy touring car race and the headlining

Royal Automobile Club TT.

Castroneves has won the Indy 500 four times while Dixon has won the IndyCar Series six times. Goodwood regular Franchitti is a three-time Indy 500 winner and former NASCAR superstar Johnson competed in his first

Indy 500 last weekend.

The Duke of Richmond said: “It’s a privilege to be joined by some of the most renowned and successful IndyCar drivers at this year’s Revival. I’m delighted that Helio, Scott, Dario and Jimmie will be joining us.”

## IN BRIEF

### Austins hit 100

A century of Austin 7 motorsport will be marked at Prescott on Wednesday July 20 during the Austin Seven Centenary Festival of Motorsport. Austin 7s of all ages and types will make demonstration runs up the hillclimb course at what will almost certainly be the greatest gathering of competition Austin 7s, including the car in which Bruce McLaren started his racing career.

### Marshall tribute

Several cars from the career of the late Gerry Marshall will be a feature of Classic Nostalgia at Shelsley Walsh (July 16-17). The cars will be driven up the hill by Gerry’s son Gregor and will include the recently restored Austin Cooper S that won its class in the 1965 Snetterton 500km. The Group 1 Vauxhall Magnum that Gerry and Peter Brock took to second in the 1977 Spa 24-hours will also be there.

### Castle full up

A capacity entry of more than 100 cars will contest next week’s Three Castles Rally in North Wales, including 17 Pre-War cars. Back in its traditional calendar slot for the first time since 2019, the classic rally will run for three full days from Wednesday to Friday with a base in Llandudno and features special tests and regularity sections.

### No shock for Orr

Northern Irishman Stanley Orr returned to asphalt rallying last month to win the historic class on the Eakin Stages Rally in his Ford Escort Mk1. The former BHRC contender was rallying on asphalt for the first time since the 2019 Ulster Rally. He will continue his campaign on Saturday’s Tyrone Stages with Michael Gibson co-driving.

### Manx anniversary

The 60th anniversary of the first Manx Trophy Rally on the Isle of Man will be marked next March (16-18) by the Three Legs of Mann Rally from the HERO-ERA organisation. The route will mirror, as far as possible, the route used in 1963 with special tests and regularity sections through Friday and Saturday, including a challenging night section on Friday.

### Grehan in charge

After three rounds, Henri Grehan heads the points in the British Historic Rally Championship in his Ford Escort Mk2. The Ludlow driver is the only leading contender to have scored on all three rounds to date to take an eight-point lead over Matt Edwards (Fiat 131). Nick Elliott (Fiat 131) and Roger Chilman (Escort Mk2) are next up heading into the summer break. The season resumes in early September on the Woodpecker Rally.



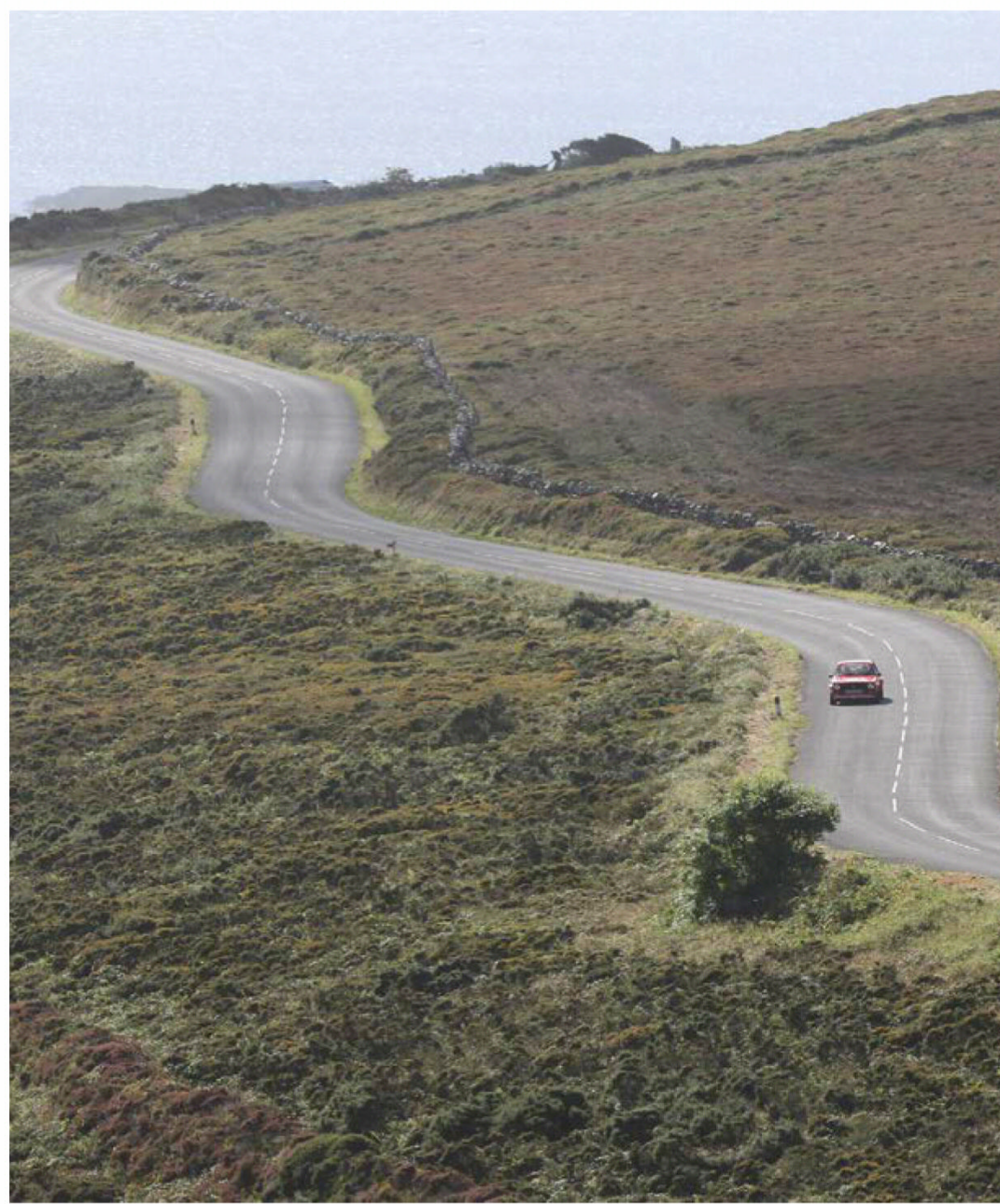
## FEATURE

# RALLYING ON THE ISLE OF MAN: THE BEST UK CLOSED ROADS

For almost 60 years, the island has been a mecca for closed-road special stage rallying in the UK. **Paul Lawrence** looks at its history and future



Isle of Man offers a famous rally challenge



What's the future with closed-road rallies now offered on mainland?

**T**he challenging three-dimensional roads on the Isle of Man have tested the very best rally drivers for more than half a century and rightly deserve a place in UK rallying folklore.

But this is not just about the past, for rallying on the island surely has – and indeed deserves – a very bright future. However since the law changed for 2019 to make closed-road events possible on the mainland, new events are clearly having a detrimental impact on the historic venue in terms of competitor numbers.

The Isle of Man has always been different when it comes to motorsport. More than 100 years ago, cars were racing there in the very formative years of the sport. The Tourist Trophy was held six times from 1905 to 1922, at a time when motor racing was almost unthinkable on the mainland.

Of course, on two wheels the remarkable TT races have legendary status across the world and despite the enormous speed, and enormous risks, continue to be one of the finest spectacles in any form of motorsport. The 37-mile TT course is the ultimate challenge for bike racers and every year they flock there to compete, despite knowing the risks of racing on such an unforgiving circuit.

In the early 1960s, rallying on closed roads emerged and the inaugural Manx Rally was held in 1963. Until the last three or four years, it was the obvious place for anyone from the UK mainland to go to

sample the Nirvana of closed-road rallying. Over the years, there have been some epic rallies on the island and anyone who witnessed Patrick Snijers hurling his BMW M3 around the lanes, we'll never forget it. This was back in an era when the Manx International was a round of the European Rally Championship as well as a British championship staple.

One of the most watched in-car clips of all time came from the island in 1983 and has now had more than six million views. On the rush up the valley towards the Tholt-y-Will hairpins Ari Vatanen picked up a puncture on his Opel Manta 400 and somehow narrowly avoided a huge accident with a solid cattle grid, prompting a succinct response from co-driver Terry Harryman of 'Dear God!'.

Meanwhile, the island was the place where Colin McRae had his last competitive rally in 2007 when he had a mighty battle of Ford Escort Mk2s with Phil Collins before retiring late in the event. Like so many, he was a huge fan of rallying on the island but a few weeks

later, tragically, McRae was gone. This island, perched between the UK, Scotland and Ireland, has tested the best and those to conquer the Manx include Tony Pond, Vatanen, Henri Toivonen, Jimmy and Colin McRae, Richard Burns and Elfyn Evans.

Despite the immense heritage of the island in rallying terms, there is now a big new threat and it has come since closed-road rallying became a possibility on the mainland. Having closed-road events in England, Scotland and Wales is a magnificent development for the sport of rallying and cannot be understated and several superb events have already been run, with more waiting in the wings. However, it has given competitors their closed-road 'fix' without the need to travel over the water.

Mark Ellison is a key player in stage rallying on the Isle of Man, as club president of Manx Auto Sport and, recently, deputy clerk of the course for the Manx Rally. He says that the 2022 Manx was a big success in getting the sport up and running again on the island.



Patrick Snijers throwing his BMW M3 around lived long in memory





Sartfield hairpin is a notable stage spot



The Isle of Man catches out the best as Molly Taylor here can attest



Brandywell is one of the iconic tests

“There was a huge feeling that came back,” he tells Motorsport News. “The rally was all of those things that it can be. There was a buzz about the whole event that has been missing. It ran smoothly throughout, and everyone wanted to make it happen. This year, we’ve got more local support and help than we’ve had for a long time.

“Our ambition is to run two good events a year, but it is getting harder. You can see that from the decision by the organisers of the North West Stages to run every other year. We have to accept that the Isle of Man government used to help a lot but that the island’s motorsport focus is the TT and the Manx Grand Prix. We have simply got two wheels too many in rallying.”

But that does not mean that rallying on the Isle of Man is no longer important and many competitors recognise that competing on the island is different, it is special, it is a remarkable occasion and it gives every rally driver and co-driver in the country a chance to tackle iconic

special stages.

Typically these are longer stages than most of the newer mainland events and feature enormous variety and challenge within 10 or 12 miles. Even the names of the stages are steeped in history and heritage: Druidale, Brandywell, Little London, The Curragh, Tholt-y-Will and the Back of the Moon are all names that conjure up images of rally cars on the limit being driven by a host of star names.

Jason Pritchard is one of the most successful drivers in recent Manx rallying history. “The Manx is one event each year we really want to do” said Pritchard. “We love it. The island is famous for motorsport and to win there is more special than anywhere else.”

Neil Roskell, 2022 Manx Rally winner tells Motorsport News: “I did the Pokerstars last year and loved it. I’d always wanted to do the Manx. Rallying here is at another level.”

In one single stage on the recent Manx Rally, drivers started on the newly resurfaced opening section of the

notorious Druidale test before moving back on to the old bumpy asphalt on the twists up towards Brandywell Cottage. The stage then went down to the hairpin below the cottage and the high-speed rush up and over the top of Injebreck before the headlong plunge down the Baldwins then left and up over the flying crossroads at Abbeylands. This was all in one glorious 12-mile stage. Few events on the mainland will ever be able to rival that single test.

But in the face of stern competition for competitors’ budgets and time, the Isle of Man faces challenges in the coming years and an entry of just under 70 cars for the Manx Rally earlier this month, formerly the Manx National Rally, is an alarm signal that the time, cost and logistics of getting to and from the island are a deterrent when closed roads are available closer to home.

More than anything, rallying on the Isle of Man needs its rightful place in key British championships. The British Rally Championship, the Asphalt Rally Championship and the British Historic Rally Championship should all have an event on the island at some point during the season. The former Manx International Rally was always the headline event, typically running in September. But as the fortunes of the BRC faltered, so did the rally and it was tragically cancelled in 2018 simply because there were not enough entries to make it anywhere near viable.

Ellison says: “It’s important to note that even though the 2022 Manx Rally was down on entries, it ran as planned, because

credibility is vital. We’re still feeling the effect of when Rally Isle of Man was cancelled in 2018 due to lack of entries. It also proved that we can run an international event. We had very positive post-event reports from the stewards and the FIA steward said the event was up to the standard of the best European events.”

The Manx National with its traditional May date was always a round of the main Asphalt championship and the emerging Pokerstars rally took a late-season slot for predominantly local crews with some visitors. The Manx Rally, renamed from the Manx National, and the Pokerstars that will be renamed the Chris Kelly Memorial this year form the two flagship rallies on the island.

“Looking ahead, we really want to get the main championships back,” says Ellison. “And in 2023, we would love to have both the Protire Asphalt Rally Championship and the British Historic Rally Championship on the island. We think we are worthy of a round of the British Rally Championship as well.”

Paul Morris, co-ordinator of the Asphalt championship, says: “I love rallying on the Isle of Man, and I feel the island roads have a place in the Asphalt championship. I would like the championship to return to the island but we do need to look at the time away needed for competitors to do the rally.”

BHRC manager Colin Heppenstall certainly has the event on his radar for the 2023 calendar and would like to see the historic contenders back on an iconic asphalt rally.

UK rallying has been incredibly fortunate to have the Isle of Man as a

## The rising Manx star

Rory McCann, 24, is one of the brightest rallying hopes on the Isle of Man and is proving himself both at home and on the mainland, with his father Paul co-driving in their ridiculously fast Honda Civic. They took a giant-killing third overall on the recent Manx Rally.

“I grew up here so I remember all the internationals,” Rory tells Motorsport News. “My first memory is Mark Higgins in the Focus and I was stood up on the grandstand watching him going over the line in 2005. I’ve grown up with it since then, going out spectating at all these iconic places

“The first time I did a rally here I was thinking: ‘I’ve grown up watching videos of all these people like [Ari] Vatanen and [Patrick] Snijers going down here and now I get to drive down the same closed roads.’ To me, that’s madness, but I love it. That’s why we all go rallying.

“It’s good to see competitors coming over just because it’s the Manx. We’ve got two equally good events now and we have proper night stages. That’s a big thing for me and you just can’t beat it.”

closed-roads mecca for half a century and it deserves to continue. But it is wrong to think that the island needs the income that rallying brings these days. It is modest in comparison to the return from two-wheeled motorsport and other leisure activities.

The journey to the island involves the Isle of Man Steam Packet company, which is about to launch a brand-new flagship vessel that should improve the whole experience of getting to and from the island. The Steam Packet has its critics and, at times, has not helped itself, but the 80-mile crossing over the Irish Sea can be easily achieved in two-and-a-half hours from Liverpool.

“We are constrained on our dates by other events happening on the Isle of Man,” says Ellison. “But we can offer more miles and better miles than many rallies. We need to give our competitors value for money with increased stage mileage or shorter time away to encourage them to come and compete. We’ve got the new ferry coming into service in 2023, which will have increased capacity so that’s good news. It’s not the easiest place to get to, but the roads are worth it when you get here. Everyone has their favourite stage on the island.”

Isle of Man resident Rob Fagg is one of the UK’s leading co-drivers and is well placed to give a final comment: “The stages we’ve got here are some of the best stages around. We need the right championships to encourage people to come here. We’ve got to rebuild the Manx Rally and get it back in the Asphalt championship as a minimum. We need to use the classic, iconic stages.” ■

**“Rallying here is at another level”**

**Neil Roskell**



Colin McRae has graced Manx



# BRITISH GT REPORT: DONINGTON PARK

## IN BRIEF

### Loggie's luck

RAM Mercedes' Ian Loggie stretched out a GT3 championship lead at Donington Park with third place, helped by his closest rivals having a tough time. Two of them impeded each other, with Michael Igoe's SWPI Lamborghini accidentally tipping Adam Balon's Barwell Lambo into a spin, which in turn got the WPI car a penalty on the way to sixth place. The Barwell car later lost several laps after Sandy Mitchell, exiting the pits, collided with Scott Malvern's Team Parker Porsche.

### Breathless Balfe

Shaun Balfe and Adam Carroll's Balfe Audi, which entered the round tied at the table top with Loggie, had an equally frustrating time at Donington. In this case it was a lack of straightline speed related to their Balance of Performance. "The car is working well, we lose four or five tenths a lap just in a straight line," Carroll told Motorsport News. "It just makes it very very difficult to race like that. To the fastest car we're 3.5mph down just halfway down the (start-finish) straight."

### The best things...

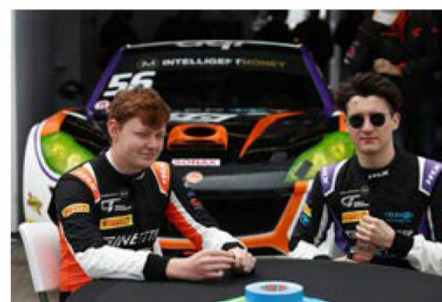
Euan Hankey and Mia Flewitt's 7TSIX McLaren and Malvern and Nick Jones' Parker Porsche vaulted to second and third place respectively in the race's first pitstop round, taking place under a full-course caution, by the masterstroke of staying out extra time before pitting prior to the safety car queue forming. It looked like they, along with the race-leading Enduro McLaren, might also gain a lap on their rivals caught in the queue, but race control opted to do a wave around.

### New Day

The R Racing Aston Martin shared by youthful duo Jamie Day and Josh Miller led the opening GT4 stint impressively, but a double delay spoiled their run. First it had a slow first pitstop in the crowded pitlane; it recovered to the tail of race-winner Marco Signoretti but then picked up a track-limits penalty. "I was pushing so hard because we lost all that time in the pits," Day admitted to MN. "If we didn't have our mistakes we could have definitely won this weekend."

### Testing time

Freddie Tomlinson put his GT4-division Aspetto Ginetta third fastest in his qualifying session, but in the second part the pace wasn't replicated when co-driver Joe Wheeler got in. It was not, though, due to any mysterious technical malady. "That's the first time I've been on the track in the car," Wheeler told MN afterwards. "I missed all the practices. I've got A-levels: I'm trying to juggle A-levels and racing."



Wheeler (r) has to juggle



Flawless run got Mustang victory

Enduro was a crushing victor

# ENDURO McLAREN RIPS IT UP FOR DONINGTON WIN

Clutton and Tillbrook, after a trying opening to the season, bounced back at Donington to finish first after going back to the start, by **Graham Keilloh**

**T**he Enduro McLaren shared by Marcus Clutton and Morgan Tillbrook had been a frontrunning factor in all three British

GT races so far in 2022. But somehow – heading into the Donington Park meeting – it had only four points to show for it.

This too for a team that rose impressively in its 2021 championship debut and won the Donington season closer. And entered this season as perhaps, just perhaps, a championship dark horse.

In each of the three races this year there were individual errors, yet even over and above these Clutton wasn't happy. Particularly not with what he himself was extracting from the car when behind the wheel.

And, as is common in the British GT paddock this season, the new Pirelli tyres for this year were a major factor in the head scratching. So Clutton and his team went back to the beginning.

"We've done a lot of work. This weekend's a reset for us as a team," Clutton told Motorsport News. "Everything we tried to learn with this new tyre we've thrown in the bin and started again."

"Morgan was still fast and that's credit to him being such a good Am, he's mega; I couldn't get the time out of it and I've spent a few weeks doubting myself."

"We are back to base with the car, and we've not changed it since we

came here. [It] seems to be working."

"We've tried everything to try and find more time, and it's not necessarily been the wrong way and it's not been the right way. We've just come back with a package that we've used previously that works."

Indeed, Clutton beamed at the car's pace from opening practice, then he and Tillbrook took pole with both of them topping their respective sessions. They then led most of the way in the race and won by a minute. Clutton topped it off with fastest lap. For the rest, this was a contest for second at best.

"The car is faultless, I think we've sussed it, we've got our head around this new tyre finally, unfortunately it's come at the third round but it is what it is," Clutton concluded.

James Cottingham in his second-place-starting 2 Seas Mercedes got ahead at the start and led the first stint, but Tillbrook was right on his case throughout and the Enduro McLaren jumped well ahead at the first pitstops, which took place under a caution. Clutton

and Tillbrook were never seen again.

"We lost 20 seconds in that pitstop," Cottingham's driving partner Lewis Williamson told MN, "so unfortunately then we came out behind the safety car, which damaged us quite heavily. Whether it would have made a difference to the race result – very doubtful."

The 2 Seas Mercedes still got second ahead of championship leader Ian Loggie in his RAM Mercedes alongside Callum Macleod. Third place was a very good outcome for Loggie's title ambitions, as his closest title rivals had some tales of woe at Donington and didn't score big (*see In brief*). But, then again, Clutton hasn't given up on his own title designs.

"I wouldn't say the championship's been written off yet," he noted. "Full-steam ahead now. Snetterton next, if we can bag a couple of good results there then from Spa onwards the circuits reward the McLaren."

Matt Cowley and Marco Signoretti claimed the GT4 win in their Academy Ford Mustang, with a consistent and

flawless run. It meant too that both of the race winners were the same as the last time British GT visited this track, for last autumn's championship finale (though Cowley then was partnered with Will Moore).

"Just being consistent," Cowley said when asked by MN what the difference maker was. "Marco did a great job keeping the car nice and consistent in his stint, saving brakes, and then when I got in it was just about saving brakes, driving to a lap time so we're not too slow but not killing brakes. I think that's what got us in the end, we managed to do a good job all the way through, not get tangled up in anything, not get any penalties."

The Academy Mustang remains a round-by-round effort, though as Cowley noted getting a race winner's pot can only help any decision to hang around. "It's looking promising [to carry on]," he said, "coming away with a win doesn't exactly hurt us in that point."

The Richard Williams/Sennan Fielding Steller Audi looked set to continue their

**"We threw everything we knew in the bin"**

**Marcus Clutton**



The GT4 table-leading Steller Audi's race went wrong with a spin



Photos: Jakob Ebrey

GB3 CHAMPIONSHIP REPORT

JOEL GRANFORS AND LUKE BROWNING A POINT APART IN TABLE AFTER DONINGTON DING DONG

The GB3 championship battle remains in the balance with chief protagonists Joel Granfors of Fortec Motorsports and Luke Browning of Hitech GP leaving Donington Park’s dramatic triple header just a point apart at the table top.

The opening race was a stalemate for them after a lap-one clash put both out. Poleman Granfors resisted the attacking Matthew Rees of JHR in the opening turns, but with Rees drawing alongside on the outside the pair collided exiting McLeans.

Granfors was out straight away while Browning – whose qualifying was compromised by traffic – was an innocent victim, going off in avoidance and finding a large bump on the infield that damaged his car extensively.

This left third-placed starter Callum Voisin with a clear lead that he maintained professionally for the Ginetta Junior graduate’s first GB3 win. Roberto Faria made it a Carlin

1-2 just ahead of reigning Walter Hayes Trophy winner Max Esterson getting his first GB3 podium.

Voisin told Motorsport News: “I managed to slip through [past the lap-one accident] without any problems, and after that it was just managing the gap. I didn’t need to pull any more but at the same time I didn’t want him [Faria] to gain any more on me.

“In quali I feel like I got more out of the tyres compared to the first two rounds. I’m just learning every time.”

Browning was able to sneak ahead in the table after race two, as he finished second ahead of third-placed Granfors, while this time Esterson led all the way from pole to take his maiden GB3 win. Browning was able to vault to third from sixth at the start, then got second when Voisin ran off at the Old Hairpin first time through battling for the lead with Esterson. Browning chased Esterson hard but the American was comfortable.

Esterson told MN: “We’re making pretty rapid progress, the team deserves it, it’s good to get them back where they belong. That’s where we really did belong after testing this winter, just struggled [at] the first round and started to get better at Silverstone.

“As long as you leave Turn 1 in the lead [here] then you’re fine, so long as you don’t make a mistake.”

The reversed-grid race winner, Hitech GP’s Bryce Aron, like Esterson also was a freshman GB3 victor, as well as a Formula Ford and Team USA Scholarship graduate, and also led all the way from pole.

Aron told MN: “We were out front thinking ‘don’t make a mistake’, we had a big gap and just controlling it.

“We had some bad luck in qualifying but we pushed through it and the car is very capable of winning. As we can see here we can hold a race result from where we started.”

Browning once again finished a place



Granfors (50) and Browning (5) got even closer in the GB3 table

ahead of Granfors, them coming home ninth and 10th respectively; Granfors however got more points for overtakes, which means the Swede leaves Donington leading Browning in the table by a scant point.

“It’s probably the worst weekend I’ve had,” Browning told MN. “Damage again in that last race, I was pushed over a kerb at the chicane. Still trailing by one point with all this is not bad.

“I’ve got to try and get more consistent points than this, [but] this bad luck happens and hopefully

it’s clear for the season.”

Granfors told MN: “We had good pace all weekend. It was a decent weekend, if it wasn’t for the race-one DNF it would have been great but we’ll take it. I thought it was close before we came into this round but now it’s one point, you can’t get much closer.”

Graham Keillorh

**RACE WINNERS**  
■ **GB3 championship**  
**Race 1:** Callum Voisin (Carlin)  
**Race 2:** Max Esterson (Douglas Motorsport)  
**Race 3:** Bryce Aron (Hitech GP)



The 2 Seas Merc (4) took early lead

crushing 2022 form when they took GT4 pole, but their pomp didn’t last long in the race as Williams spun early at the Old Hairpin, leaving the car last. The Audi’s day unravelled further from there and it finished eighth.

Williams told MN: “Lap two I was a little bit greedy going into the Old Hairpin, and was a little bit slow to recover. And then we unfortunately got the wrong side of the safety car and those two incidents combined meant we finished where we finished.

“No issues [with the car after the spin], it was just a fast rotation so the electronics needed to have a bit of a head scratch and a reset.”

That appeared to leave a close fight for victory between the Mustang and the Matt Topham/Darren Turner Newbridge Aston Martin. The Aston as a Pro-Am entry had shorter pitstops, though also had a 20s success penalty to take in its final halt. But two slow stops during the race even with that spoiled its chances. It meant the Aston could only finish seventh.

“Difficult, a bit frustrating,” Turner told MN, “our performance on track was alright, had a really good battle with the Mustang. But unfortunately we lost a load of time in the first pitstop, there was an issue with the front-left tyre. And then in the last pitstop there was another thing that cost us a delay plus because we were sat there so long the front brakes got overheated and there was a bit of fire so the performance wasn’t there when we went back out.”

SUPPORT RACES

Nikolas Taylor moved to the top of the standings as the GB4 championship reached its halfway point at Donington Park.

The Fortec Motorsports driver faced strong competition from Hillspeed’s Megan Gilkes, who was denied the quickest time in qualifying by Taylor by a slender 0.012 seconds.

Taylor was challenged into Redgate in race one by his chief title rival Alex Walker. But, after Walker ran wide on the exit and dropped to fourth, Taylor resisted a late charge from Max Marzorati to seal his fourth win of the campaign. Walker and Gilkes slipped back to fifth and seventh, while Daryl DeLeon made up places to grab third in his and Valour Racing’s first GB4 contest.

Gilkes started from pole in race two, but was beaten into Redgate by Taylor. But Gilkes soon showed the stronger pace, and she capitalised on a mistake from Taylor at Fogarty to regain the advantage before pulling away to take her second win of the season by almost 5s. Jack Sherwood passed both Marzorati and Kevin Mills Racing’s Tom Mills at McLeans to finish third, while his Elite Motorsport team-mate Walker stalled on the grid

and came home ninth.

Rossoverde Racing’s Christian Lester lined up on pole for the fully reversed-grid race, but stalled at the start, allowing Graham Brunton Racing’s Chloe Grant to lead away. But she was swiftly dispatched by her team-mate Logan Hannah through the Craner Curves.

Hannah pulled out a 2s second advantage while KMR’s Jarrod Waberski and Sherwood both battled past Grant. Sherwood snatched second from Waberski at Coppice, but was unable to catch Hannah, who scored her first GB4 win.

Marc Warren continued his unbeaten start to the Ginetta GT Academy season with a hat-trick of wins for Raceway Motorsport. Max Hart did the double to extend his TCR UK championship advantage, climbing from fourth to win race one, before an even more impressive charge from 10th in the partially reversed grid encounter. Morgan and Marcus Short won the Slicks Series race in a Mosler MT900R, having recovered past Daniel Petters (Porsche 911) and David Foster (McLaren 570S) after losing the lead in traffic.

Stephen Whitfield

**RACE WINNERS**  
■ **GB4**  
**Race 1:** Nikolas Taylor (Fortec Motorsports)  
**Race 2:** Megan Gilkes (Hillspeed)  
**Race 3:** Logan Hannah (Graham Brunton Racing)  
■ **Ginetta GT Academy**  
**Races 1, 2 & 3:** Marc Warren (Raceway Motorsport)  
■ **Modified Ford**  
**Races 1 & 2:** Dave Cockell (Escort Cosworth)  
■ **CSCC Slicks Series**  
Morgan Short/Marcus Short (Mosler MT900R)  
■ **TCR UK**  
**Races 1 & 2:** Max Hart (Hyundai i30 N TCR)



Hannah (l) and Gilkes (r) both took GB4 race victories

RESULTS

British GT Championship 2022  
Round 4: Donington Park, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Morgan Tillbrook/Marcus Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	3h00:34.622s
2	James Cottingham/Lewis Williamson	2 Seas Motorsport/Mercedes-AMG	Pro-Am	+59.973s
3	Ian Loggie/Callum Macleod	RAM Racing/Mercedes-AMG	Pro-Am	+1m21.738s
4	Mia Flewitt/Euan Hankey	7TSIX/McLaren 720S	Pro-Am	+1m22.544s
5	Alex Malykhin/James Dorlin	Redline Racing/Lamborghini Huracan	Silver-Am	+1m25.851s
6	Michael Igoe/Phil Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	-1 lap
7	John Ferguson/Ulysse De Pauw	RAM Racing/Mercedes-AMG	Silver-Am	-1 lap
8	Shaun Balfe/Adam Carroll	Balfe Motorsport/Audi R8	Pro-Am	-1 lap
9	Nick Halstead/Rob Bell	Fox Motorsport/McLaren 720S	Pro-Am	-1 lap
10	Nick Jones/Scott Malvern	Team Parker Racing/Porsche 911	Pro-Am	-1 lap

11 Kelvin Fletcher/Martin Plowman (Paddock Motorsport/McLaren 720S) -1 lap; 12 Stewart Proctor/Lewis Proctor (Greystone GT/McLaren 720S) -2 laps; 13 Richard Neary/Sam Neary (Team Abba Racing/Mercedes-AMG) -2 laps; 14 Betty Chen/Angus Fender (Century Motorsport/BMW M4) -3 laps; 15 Adam Balon/Sandy Mitchell (Barwell Motorsport/Lamborghini Huracan) -4 laps; 16 Simon Watts/James Kell (Team Rocket RJN/McLaren 720S) -7 laps; 17 Mark Sansom/Will Tregurtha (Assetto Motorsport/Bentley Continental) -9 laps. **Pole position:** Tillbrook/Clutton 2m52.746s (aggregate time). **Fastest lap:** Clutton 1m26.309s (103.74mph). **Winner's average speed:** 96.68mph.

Round 4: Donington Park, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Marco Signoretti/Matt Cowley	Academy Motorsport/Ford Mustang	Silver Cup	3m00:38.272s
2	Will Burns/Jack Brown	Century Motorsport/BMW M4	Silver Cup	+17.956s
3	Tom Edgar/Jordan Collard	Toyota GAZOO Racing UK/Toyota GR Supra	Silver Cup	+18.928s
4	Jamie Orton/Seb Hopkins	Team Parker Racing/Porsche 718 Cayman	Silver Cup	+21.845s
5	Jamie Day/Josh Miller	R Racing/Aston Martin Vantage	Silver Cup	+27.202s
6	Ross Wylie/Matthew Graham	Valluga Racing/Porsche 718 Cayman	Silver Cup	+27.430s
7	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	+27.899s
8	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8	Silver Cup	+1m16.624s
9	Tom Rawlings/Chris Salkeld	Century Motorsport/BMW M4	Silver Cup	+1m39.110s
10	Aaron Morgan/Bobby Trundle	Team BRIT McLaren 570S	Pro-Am	-2 laps

R Joe Wheeler/Freddie Tomlinson (Assetto Motorsport/Ginetta G56) 74 laps; R Ashley Marshall/Moh Ritson (Paddock Motorsport/McLaren 570S) 61 laps; R Ed McDermott/Michael Broadhurst (Motus One Racing/McLaren 570S) 23 laps. **Pole position:** Williams/Fielding 3m08.731s (aggregate time). **Fastest lap:** Fielding 1m34.898s (94.35mph). **Winner's average speed:** 87.56mph.

DRIVER STANDINGS



Loggie has stretched out a lead



Fielding/Williams still on top

BRITISH GT: GT3

POS.	DRIVER	POINTS
1	Ian Loggie	65.5
2	Michael Igoe/Phil Keen	50
3	Shaun Balfe/Adam Carroll	49
4	Alex Malykhin/James Dorlin	48
5	Jules Gounon	43
6	Morgan Tillbrook/Marcus Clutton	41.5
7	Adam Balon/Sandy Mitchell	39.5
8	James Cottingham/Lewis Williamson	37
9	Mark Sansom/Will Tregurtha	28.5
10	Mia Flewitt/Euan Hankey	28

11 Martin Plowman 27; 12 Nick Halstead 25; 13 Callum Macleod 22.5; 14 James Stanley 22; 15 James Kell 19; 16 Kelvin Fletcher 15; 16 Stewart Proctor/Lewis Proctor 15; 18 Richard Neary/Sam Neary 12; 18 Andrew Howard 12; 20 John Ferguson 11.5; 21 Graham Davidson 10; 22 Simon Watts 9; 22 Ulysse De Pauw 9; 24 Betty Chen/Angus Fender 6; 25 Rob Bell 3; 26 Jamie Caroline 2.5; 26 Nick Jones/Scott Malvern 2.5

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Richard Williams/Sennan Fielding	78.5
2	Matt Topham/Darren Turner	74.5
3	Matt Cowley/Marco Signoretti	69.5
4	Jack Brown/Will Burns	65
5	Ross Wylie	62
6	Josh Miller/Jamie Day	49
7=	Matthew Graham	39
7=	Seb Hopkins/Jamie Orton	39
9	Tom Edgar	38.5
10	Benji Hetherington	23

11 Jordan Collard 22.5; 11 Jack Mitchell 16; 12 Chris Salkeld/Tom Rawlings 16; 13 Aaron Morgan/Bobby Trundle 5.5; 14 Ashley Marshall/Moh Ritson 5; 15 Joe Wheeler/Freddie Tomlinson 2.5



# BTCC REPORT: THRUXTON

## IN BRIEF

### Cook on the boil

Josh Cook's weekend of dominance began with pole position for race one in his BTC Racing Honda Civic Type R, but not taken without a scare. "The car just didn't feel right but normally for qualifying, you just go with what you've got, but we made some changes during the session which is normally a no-no and they worked." Cook's pole lap of 1m15.310s represented an average speed of 112.62mph and was 0.077 seconds faster than Jake Hill (WSR BMW 330e M Sport).

### More BTCC running

New for Thruxton was a session immediately before the opening free practice session. A systems check session was run behind safety car and was aimed at giving teams, Cosworth and the timing system operators TSL a chance to make sure everything as working and communicating before the real session got under way.

### Thruxton dash

The Thruxton paddock was swelled a little earlier than expected at Thruxton with the arrival of ace engineer Paul Ridgway at the Speedworks Motorsport team to assist with the factory Toyotas of Rory Butcher and Ricky Collard, and Matt Neal heading to Hampshire to run his Team Dynamics squad. Both had been at the World TCR races at the Nurburgring, Ridgway to engineer and Neal to commentate for Eurosport. When those races were axed, the duo hot-footed it to Hampshire instead.

### On the limit

Track limits were less of an issue at Thruxton than at previous meetings at Donington Park and Brands Hatch. The exit of Church was one key spot last weekend. At the Club Chicane, tyre stacks were secured in place at the middle and exit, but the conveyor belt that wrapped them was designed so that the edge nearest the track was tapered and hence if flicked, wouldn't do damage to the cars. Attacks on the tyre stacks were minimal.

### Hand's foot down

Power Maxed Racing Vauxhall Astra driver Ash Hand was the king of the Jack Sears Trophy, held for drivers who had yet to score an overall podium before the start of the campaign, at Thruxton last weekend with three victories. A consistent weekend for Team Hard Cupra R driver Bobby Thompson moved him to the top of the championship table after the opening three meetings. The Essex driver now has one more point than the Ciceley Motorsport BMW 330e M Sport of Brands Hatch hero George Gamble.



Hand was the boss of JST



Cook led the line for BTC at Thruxton



Morgan took race three glory

# COOK REIGNS SUPREME WITH WINNING DOUBLE

BTC Racing wins were expected; the driver delivered in spades. By **David Addison**

**M**ajestic. Imperious. Regal. Take your pick of the adjectives on offer to describe Josh Cook's performance as the King of Thruxton continued his reign with a record ninth win at the end of a second double-win of the season backing up his Brands Hatch double top.

The weekend belonged to Cook and his BTC Racing team as the Bath racer moved into the lead of the championship with two outstanding drives in Honda Honda Civic Type R.

Not only that, he limited the damage in race three too. While the finale was won by Adam Morgan's Ciceley Motorsport BMW 330e M Sport, fifth for Cook signed off the Hampshire weekend in style.

### Race one

The opening lap of each race was always going to be crucial, none more so than in the opening race. With the grid having a top four that alternated between the front- and rear-wheel-drive cars, there was that fascinating dichotomy: the rear-wheel-drive cars would be out of the blocks better but the front-wheel-drive cars would get their tyres working better sooner.

As the lights changed for race one, Cook made the best start he could from pole on the staggered grid but inevitably found himself outdragged to Allard by the faster-starting WSR-run BMW 330e M Sport of Jake Hill. Game over? Nope.

Thruxton is Cook's kingdom. He braked late heading into Campbell, sat on the outside for the right-hander and was ahead by the left at Cobb. Job done.

Once ahead, Cook started to edge away, but within a couple of corners came the day's most significant moment, which would have repercussions for the championship situation.

As the cars crowded into Noble, Dan Rowbottom (Team Dynamics Honda Civic) got a tap from Colin Turkington's WSR BMW 330e M Sport and as the Civic was nudged, so Rowbo connected with Dan Cammish's Motorbase Performance Ford

Focus and sent him spinning at high speed.

As Cammish headed backwards towards the grass, championship leader Tom Ingram (Excelr8 Motorsport Hyundai i30 N) was given no choice and he had to take to the foliage to avoid contact.

Damage was averted but the pay-off was a radiator full of grass and Ingram pitted a lap later to have it scooped out. He fell to 21st and out of the points, with no safety car to save him. Come October, that could have been a pivotal moment. Ingram's assertion that an incident there was "f\*ck-k-wittery of the highest order" illustrated his mood.

Up front, Cook started to build his lead, reserving his hybrid power until late in the race but, at the halfway stage, the gap was slashed. Cook's tyres were losing their edge and Hill's were working well. It was Brands all over again as Cook had to soak up pressure and he did so for lap after lap. "I'd left hybrid power for the last part when my tyres would be fading to counter that and Jake's pace," explained Cook. "I knew he'd be strong towards the end and so I needed the extra power to keep him behind."

Hill was having his own travails, however, with his left-rear Goodyear having lost its edge having been overworked early in the race. Behind them came Ash Sutton's Motorbase Performance Ford Focus, the reigning champion looking happier with the car that has been tweaked to try to reallocate the weight from the front to the rear. Small changes they might have been but it was another positive step and Sutton seized the opportunity to run near the front. He was caught by Rowbottom on lap nine on the approach to Noble, the Honda flashing by, but Sutton wasn't up for losing ground and boldly fought back on the inside at the next corner, Goodwood, and retook the place. As he widened the gap on Rowbo's inside, the pursuing Turkington wriggled his BMW past as well, dumping the bearded Midlander to fifth.

Sixth went to Jason Plato (BTC Racing Honda Civic Type R) who raced hard throughout, with Morgan's BMW next, the Sunday set-up really helping the latter's car after a long engineering

session on Saturday night. Morgan was helped, too, by Gordon Shedden's Team Dynamics Honda Civic having a late-race puncture that dropped him out of the top 10.

### Race two

There was a feeling of familiarity to the front of the race two grid, mirroring that of the opener. Cook knew he had to make a good start but utterly blew it as the Honda struggled away from the line.

Hill made a storming launch and Sutton squeezed ahead of Cook on the run through Allard. The Honda parried Sutton's challenge at the Complex but Hill was ahead on the run up Woodham Hill to the Chicane to end lap one. Cook then pulled off the move of the day and went to the outside for the lead. The Honda stood on its nose as Cook braked as late as science allowed and took the lead from a bemused Hill.

It was an outstanding effort, but Cook hadn't expected the outcome to be so decisive. "I didn't know it was going to work until I was ahead," he explained later. "Did it look good?"

Oh yes, and once ahead, Cook started to build the gap again, leaving the hybrid power until later in the race. Hill, in contrast, had an extra lap of hybrid use compared to Cook, but it mattered little as the system didn't operate properly meaning that all of Hill's heroics had to come by pure pace in the car. That he finished just 0.4 seconds behind was a tribute to Hill's tenacity as he was the top BMW driver once more.

Third, again, was Sutton, never able to go after Hill but always just having the edge of a chasing Turkington with Rowbottom fifth ahead of Morgan, although the Dynamics-run Honda lost pace early on and struggled to get back in the game. Behind him came Morgan. "That race felt faster," Morgan reckoned, "so I had higher tyre degradation early on. I made a good start but then lost out into the Chicane and then struggled with the tyres a bit at the pace." His day would improve further, however.

Plato took seventh, his Honda involved in an early skirmish with Dan Lloyd's Hyundai. Lloyd would soon be put in his place by a flying Ingram, up from 21st on

the grid and with a car with damage after its knocks in the opening race. Perfect it wasn't but Ingram squeezed everything out of it as he charged to eighth with Lloyd ninth. Tenth was Ash Hand (Power Maxed Racing Vauxhall Astra), the BTCC rookie enjoying his best weekend to date and benefiting from a battle between Stephen Jelley (BMW 330e M Sport) and Rory Butcher (Toyota Corolla).

### Race three

For BTC Racing, it had been the perfect day and when ITV's lead pundit Tim Harvey pulled Jason Plato for pole for the reversed-grid draw, it looked like Steve Dudman's team had a chance to be the first team to win all three races in a day since WSR at Croft in 2015. If anyone could rise to the occasion, it would be Plato.

However, Plato made a poor start and was mugged to Allard by fellow front-row starter Morgan with Turkington, Rowbottom and Sutton all getting ahead of the double champion.

A lap later, Sutton, who had a gold card for third-placed finishes, took third spot from Rowbottom at Noble, the edgy looking Ford darting ahead on the exit into Goodwood on the inside line. Further back, Jelley was collected in the Complex by Tom Chilton's Excelr8 Motorsport Hyundai and rotated. As Jelley struggled to restart, the safety car was scrambled for a single lap, but on the restart Morgan edged away a little from Turkington.

"I didn't use my hybrid for the first five laps," said Morgan, "and then towards the end the rain started to fall a little and my wipers weren't working. I couldn't really see reference points, so I was braking a bit too early. That's not ideal when you've got Colin behind you..."

Morgan's life became a little easier late in the race when Turkington became busy defending from Sutton, a situation that arose by Sutton being relieved of pressure from Plato thanks to JPrunning so wide at Church on lap 11. The radiator filled up faster than a trolley at Poundland, forcing Plato to the pits after so much optimism before the start.

Plato's demise allowed Rowbottom up to fourth, the better of the Dynamics-run Honda drivers all weekend, albeit too far





Jake Hill was the fastest of the WSR-run BMWs throughout race day



Second spot in race three kept Colin Turkington's tally ticking over



Three was a magic number for champion Ash Sutton, who took a trio of podiums in Hampshire

Photos: Jakob Ebrey, Mike Hills, Steve Hindle

back to challenge those ahead, especially as he had Cook to contend with early on.

Once gaps were opened up, the hybrid power didn't make enough of a difference to bring them down again, so Rowbottom was a distant fourth from Cook, while sixth was Ingram's battered and bruised Hyundai, assaulted this time by Hill into the Chicane.

As Ingram was shovelled out wide and through the middle of the Chicane, Hill's BMW picked up damage to the front-left wing and the whole of the rear. Two laps later and the scrutineers decided it was a dangerous car and wanted him in for the flapping bodywork to be ripped off and as Hill headed to the pits, just after he passed the rallycrossing Plato, the BMW would fall to 21st and out of the points: another frontrunner unable to bank points in all three races.

Ingram ended up sixth, no longer the championship leader but comprehensively the best of the Hyundai drivers all weekend.

Morgan and the Ciceley Motorsport team had much to celebrate. "I won't forget this win," opined Morgan. "We were here until 2230hrs last night looking at data and the mechanics all had an early start and we've turned it around."

The team's chief engineer Steve Farrell explained that the team had made tweaks at both Donington and Brands Hatch and perhaps some of those didn't work for Thruxton, so instead the decision was made for Sunday to go back to the set-up used for the season launch test.

That transformed the car and a further improvement before each race made it better still. It was a credit to the Accrington-based team that it rose to the challenge and didn't drop its head or go in the wrong direction. Morgan left Thruxton sixth in the championship and back in the hunt.

But the weekend belonged to Cook. Pole, two wins, a fastest lap and lap-leader points all added to his tally.

And, just to worry the opposition further, there is a second visit to Hampshire in August that gives another chance for the King of Thruxton to rule over his subjects. It is a fact that many will have noted with despair.

## SUPPORT RACES

Only two of the five usual British Touring Car support categories were in action at Thruxton last weekend and it was the regulars that provided some of the best action.

Ginetta Junior was typically frantic with the opener featuring a brilliant lead battle between Will Macintyre and Josh Rowledge.

After much position-swapping, Elite Motorsport's Macintyre reclaimed the place on the final lap at Noble but R Racing driver Rowledge was back ahead at Church and just clung on to the flag. Further back, Ian Aguilera eliminated a host of podium contenders, leaving Aqil Alibhai and Harri Reynolds to complete the rostrum.

Alibhai and Aguilera pulled clear of the chasing pack in the second contest, aided by them running five abreast out of the Complex. Aguilera (R Racing) had just snuck ahead before the race was red-flagged with Kanato Le's brakes on fire.

Meanwhile, British Formula 4 also delivered some thrills, most notably in the reversed-grid middle race. While series dominator Alex Dunne bagged two more wins for Hitech in the other thrashes, the battle for race two was entertaining.

Polesitter Noah Lisle led the early stages, but Argenti drivers Daniel Guinchard and Aiden Neate were on a charge. After the pair dispatched Georgi Dimitrov, they zoomed up to Lisle, Guinchard making an outstanding overtake around the outside at the Complex with Neate following by. But Guinchard carried too much speed into the Club chicane with two laps to go and therefore had to settle for second.

Among the guesting series, Harry Haughton secured his maiden Ginetta GT5 Challenge wins. The Elite Motorsport driver passed polesitter Connor Grady early each time, winning race two by 11 seconds after a thrilling tussle for second developed – which was topped by Mikey Doble.

Another new winner was Harry Foster in the Porsche Sprint Challenge GB. The Team Parker racer led every lap, defying the close attentions of Steve Roberts in race two.

Nelson King also took two wins in the Mini Challenge Trophy, although race three was twice red-flagged and based on a single lap. In between, King's unbeaten run was ended by Louie Capozzoli in the second encounter of the weekend.

Stephen Lickorish

### RACE WINNERS

■ **Ginetta Junior**  
**Races 1:** Josh Rowledge (R Racing);  
**Race 2:** Ian Aguilera (R Racing)

■ **British F4 Championship**

**Races 1 & 3:** Alex Dunne (Hitech GP); **Race 2:** Aiden Neate (Argenti Motorsport)

■ **Ginetta GT5 Challenge**  
**Races 1 & 2:** Harley

Haughton (Elite Motorsport)

■ **Porsche Sprint Challenge GB**  
**Races 1 & 2:** Harry Foster (Team Parker Racing)

■ **Mini Challenge Trophy**  
**Races 1 & 3:** Nelson King (Graves Motorsport); **Race 2:** Louie Capozzoli (AReeve Motorsport)



Rowledge made a last-lap move to claim Ginetta Jr race one win

## RESULTS

### BTCC

#### Round 7

Laps: 16 Track: dry

	DRIVER	TEAM/CAR	TIME
1	Josh Cook (2)	BTC Racing Honda Civic Type R	20m40.575s
2	Jake Hill (4)	MB Motorsport BMW 330e M Sport	+0.900s
3	Ash Sutton (3)	Motorbase Performance Ford Focus ST	+8.957s
4	Colin Turkington (5)	WSR BMW 330e M Sport	+9.400s
5	Daniel Rowbottom	Team Dynamics Honda Civic Type R	+9.186s
6	Jason Plato	BTC Racing Honda Civic Type R	+10.208s
7	Adam Morgan (8)	Ciceley Motorsport BMW 330e M Sport	+14.615s
8	Dan Lloyd (10)	Excelr8 Motorsport Hyundai i30 N	+15.032s
9	Stephen Jelley	WSR BMW 330e M Sport	+15.625s
10	Ash Hand	Power Maxed Racing Vauxhall Astra	+18.254s

11 Rory Butcher (7) (Speedworks Motorsport Toyota Corolla) +22.013s; 12 Tom Chilton (Excelr8 Motorsport Hyundai i30 N) +24.513s; 13 Michael Crees (Power Maxed Racing Vauxhall Astra) +25.387s; 14 George Gamble (9) (Ciceley Motorsport BMW 330e M Sport) 26.601s; 15 Aiden Moffat (Laser Tools Racing Infiniti Q50) +29.194s; 16 Ricky Collard (Speedworks Motorsport Toyota Corolla) +30.422s; 17 Bobby Thompson (Team Hard Cupra R) +31.232s; 18 Aron Taylor-Smith (Team Hard Cupra R) +33.917s; 19 Sam Osborne (Motorbase Performance Ford Focus ST) +34.540s; 20 Dexter Patterson (Laser Tools Racing Infiniti Q50) +36.721s; 21 Tom Ingram (1) (Excelr8 Motorsport Hyundai i30 N) +45.393s; 22 Rick Parfitt (Team Hard Infiniti Q50) +57.680s; 23 Will Powell (Team Hard Cupra R) +1m04.760s; 24 Gordon Shedden (6) (Team Dynamics Honda Civic Type R) +1m15.902s; 25 Dan Cammish (Motorbase Performance Ford Focus ST) -1 lap; 26 Nic Hamilton (Team Hard Cupra R) -1 lap; R Jade Edwards (BTC Racing Honda Civic Type R) 10 laps/overheating; R Jack Butel (Excelr8 Motorsport Hyundai i30 N) 7 laps/engine; R Ollie Jackson (Motorbase Performance Ford Focus ST) 4 laps/oil pressure. **Pole position:** Cook 1m15.310s (112.62mph). **Winner's average speed:** 109.58mph. **Fastest lap:** Rowbottom 1m16.400s (111.01mph). **Lap leaders:** Cook 1-16.

#### Round 8: 16 laps Track: dry

	DRIVER	TIME
1	Cook (1)	20m38.196s
2	Hill (2)	+0.487s
3	Sutton (3)	+3.067s
4	Turkington (4)	+3.717s
5	Rowbottom (5)	+7.806s
6	Morgan (7)	+8.763s
7	Plato (6)	+10.488s
8	Ingram	+15.425s
9	Lloyd (8)	+15.735s
10	Hand (10)	+19.736s

11 Shedden +20.844s; 12 Crees +21.559s; 13 Butcher +21.678s; 14 Jelley (9) +23.146s; 15 Chilton +23.862s; 16 Thompson +22.926s; \*17 Collard +24.178s; 18 Cammish +25.396s; 19 Taylor-Smith +38.980s; 20 Gamble +39.435s; 21 Edwards +47.835s; 24 Hamilton +48.393s; 25 Moffat -2 laps; R Patterson 11 laps/throttle problem; R Parfitt 9 laps/power steering pump; NC Jackson 5 laps/joined in late after engine change; NS Butel engine. **Winner's average speed:** 109.59mph. **Fastest lap:** Cook 1m16.486s (110.89mph). **Lap leaders:** Cook 1-16.\* = 1s penalty for cutting track

#### Round 9: 17 laps Track: dry

	DRIVER	TIME
1	Morgan (6)	22m49.005s
2	Turkington (4)	+0.599s
3	Sutton (3)	+1.003s
4	Rowbottom (5)	+3.787s
5	Cook (1)	+4.535s
6	Ingram (8)	+4.744s
7	Lloyd (9)	+7.884s
8	Crees	+8.168s
9	Hand (10)	+8.638s
10	Butcher	+15.793s

11 Chilton +16.611s; 12 Thompson +19.307s; 13 Taylor-Smith +21.837s; 14 Gamble +22.151s; 15 Osborne +24.587s; 16 Jelley +28.632s; 17 Moffat +29.028s; 18 Jackson +30.580s; 19 Collard +31.087s; 20 Cammish +37.286s; 21 Hill (2) +37.541s; 22 Parfitt +1m05.089s; 23 Butel -1 lap; 24 Plato (7) -1 lap; R Shedden 15 laps/engine; R Edwards 14 laps/damage; R Patterson 12 laps/suspension; R Powell 7 laps/driveshaft; R Hamilton 5 laps/vibration. **Winner's average speed:** 105.32mph. **Fastest lap:** Ingram 1m16.793s (110.44mph). **Lap leaders:** Morgan 1-17.

Laps with hybrid: (1) = 6; (2) = 7; (3) = 8; (4) = 9; (5) = 10; (6) = 11; (7) = 12; (8) = 13; (9) = 14; (10) = 15; all others have full usage

### Drivers standings

POS	DRIVER	POINTS
1	Josh Cook	139
2	Ash Sutton	116
3	Colin Turkington	112
4	Tom Ingram	111
5	Jake Hill	103
6	Adam Morgan	86
7	Gordon Shedden	72
8	Dan Lloyd	66
9	Rory Butcher	65
10	Dan Rowbottom	53

11 George Gamble 47; 12 Bobby Thompson 43; 13 Dan Cammish 41; 14 Jason Plato 29; 15 Ash Hand 24; 16 Tom Chilton 24; 17 Stephen Jelley 23; 18 Michael Crees 22; 19 Aron Taylor-Smith 16; 20 Ollie Jackson 6; 21 Aiden Moffat 3; 22 Ricky Collard 1; 23 Sam Osborne 1; 24 Jade Edwards 1.

### Independents Trophy

POS	DRIVER	POINTS
1	Cook	162
2	Morgan	136
3	Gamble	117
4	Thompson	115
5	Taylor-Smith	88
6	Plato	86
7	Hand	82
8	Crees	79
9	Moffat	64
10	Edwards	50

11 Nic Hamilton 42; 12 Dexter Patterson 41; 13 Rick Parfitt 31; 14 Will Powell 24.



## FEATURE

# RICK PARFITT: LIVING HIS WILDEST DREAMS ON TRACK

The British GT title-winning driver, now plying his trade in the British Touring Car Championship, tackles the MN posers. By **Matt James**



Rick Parfitt counts his racing blessings

**R**ock and Race: that is Rick Parfitt Junior's brand, and it sums up the British Touring Car Championship battler perfectly.

The son of the Status Quo legend didn't start car racing until he was in his mid-30s, but cars and going quickly have been long-held passions for him. He spent much of his early career being successful in karting but having Crohn's Disease meant the switch to car racing was an ambition held at arm's length.

Winning a celebrity race at Silverstone in 2010 was the kick-start he needed. He trod the well-worn Ginetta path before graduating to the British GT Championship in 2013, where he claimed the GT4 category honours. Just four years later, he landed the big one: the British GT3 title alongside Seb Morris in a Team Parker Racing-run Bentley.

The achievement was remarkable as Parfitt, alongside his activities in the cockpit, operates the RPJ Band, which has become the biggest act in corporate entertainment gigs. He has spun a lot of plates with managing his health, forging a music career and perfecting his lap times.

For the last two seasons, Parfitt has been taking his formative steps in his tin-top career in the British Touring Car Championship. It has proven a tough nut to crack and this year he is aiming to break into the points-paying positions in his Team Hard-run Infiniti Q50.

We are grateful that Parfitt took time out of his preparations for the BTCC meeting last weekend to tackle the Motorsport News readers' questions.

**Question: How did the motor racing interest spark in you?**

**Abi Crowther**

**Via email**

**Rick Parfitt Junior:** "Well, my family is from Woking and it was just around the corner from the then McLaren headquarters – it is nothing like the McLaren you see today. It was literally just some huts. We would drive round there and try to get a glimpse of them wheeling the race cars in and out. My dad went to school with Ron Dennis too, so there was a real affinity there.

"James Hunt used to come to Status Quo gigs too and he and my dad got to know each other – can you imagine what went on in the post-gig parties? They must have been immense.

"So there has always been that link to motorsport, and I was fortunate that dad had some great cars along the way. Dad had one of the first Porsche 911



Photos: Mike Hills Speed Images. Jakob Ebrey, Motorsport Images



A celebrity race was the start point for RPJ

Turbos and he used to drive me around in that – although, a lot of the time, dad didn’t seem to have a licence. Even when I was small, I would pull myself up to the window and I was always telling dad to “take over” the car in front. I didn’t even have the right words to use, I was that young. I always wanted to go fast, but even up until the day that dad passed away, he wouldn’t admit that I was the better driver.”

**Question: Does Rick consider himself a musician who races or a racer who performs music?**

**Marilyn Gill**  
Via email

**Question: Who was your hero growing up? Was it a racing driver or a guitar player?**

**Steve Waters**  
Via email

**Question: Who was the poster on your bedroom wall?**

**James Hilton**  
Via email

**“As a kid, I was always asking dad to drive faster and overtake”**

**Rick Parfitt**

**RPJ:** “Well, let’s start with the first one: I am definitely a musician who races. Motorsport has always been a passion and it is weird the route that life takes you sometimes. Motorsport was always immensely unachievable – as was music – but in a way, music is more accessible because you don’t need quite as much money to get into music.

“The racing I did was always to try and prove a point and see how far I could take it. I feel absolutely honoured that I have been able to race at the very highest level.

“In terms of my heroes growing up, I got really into my music and I really liked a guy called Tom Petty. Not only did he write amazing music, he also stood up for the rights of musicians. He was the first person who really renegotiated his record contract so that it would benefit the musicians. Before that, all the money went to the publishing house – they were just weighted that way. He stood up to them, and he was a hero.

“On the bedroom wall I had all the classic images like the Ferrari Testarossa and the Lamborghini Countach – all very 1980s, I am afraid! I don’t think there was a proper racing car one.”

**MN:** You are well connected with the fans at your gigs with the RPJ Band and you are an excellent performer. Does that help you in motorsport too, do you think?

**RPJ:** “What it has definitely helped me do is engage with the fans. I always have one eye on engaging with the spectators who are there and trying to put on a show for them. So it has helped me, but I have always been horrifically

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The first full-season campaign for Rick Parfitt came with Ginetta GT5 Challenge back in 2012



FEATURE



Sharing a Century  
Motorsport Ginetta in 2014

competitive and I carry both of those traits through my race driving and going on stage too. The feeling is the same when I am about to go on stage and when I am about to go out for qualifying in a race.”

**Question: What is a bigger buzz? The crowd at the end of a gig where you’ve smashed it, or winning a motor racing championship?**  
**Nigel Greensmith**  
**Via email**  
**RPJ:** “Well I tend to have many more successful gigs than I have won motor racing championships!  
“All I have ever said about whether I am performing with the band or if I am performing in a race car is that if I have given my all, then I will be happy and the result doesn’t matter so much because I know I couldn’t have done any better. I expect that from my band as much as I expect it from any race team I have driven with. If I have done my absolute maximum, well I can’t give any more. Whether that is coming first or 25th, it doesn’t matter. There is a motto in the band that we play every gig as if it is our last and it is the same with racing – I treat every event like it could be my last.”

**Question: You used to sell adverts in**

**Motoring News [now Motorsport News]. What was the editorial team like?**  
**Mike Hills**  
**Via email**  
**RPJ:** “I think the advertising team and the editorial team were two very different beasts back then! There were some very different personalities there. I think the editorial team looked down their noses at us a bit. I did used to see a young, fresh-faced reporter called Matt James quite a lot, but that was usually in the pub next door to the office. I think he lived in there...  
“What was nice about working on Motorsport News – and this is from an advertising perspective as well as an editorial perspective – was that we felt a bit like the underdog compared to some of the other titles out there. We felt, at MN, like we were closer to motorsport than anyone else though, in a sense, because we were covering the grassroots, and that was always central to our sales pitch. It was, and still is, grassroots to grand prix.”

**Question: Was there a time when you thought you wouldn’t be able to race due to your health?**  
**Jeff Thompson**  
**Via email**

**Question: How has Crohn’s Disease affected Rick’s racing and does he have advice for Jonny Edgar who’s just pulled out of FIA F3 with it?**  
**Garry Jennings**  
**Via email**  
**RPJ:** “Yes, I have really struggled with my health. You can ask my former British GT boss Stuart Parker – who ran me to the title in 2017 – there were moments when I was just doubled-over in pain and I would go and hide in my motorhome. I just didn’t want to let anyone see what I was going through.  
“Silverstone in 2017 was so bad. I was on the floor. On my warm-up lap, I was nearly puking in my helmet. I knew I couldn’t fight those around me because I was feeling so bad so I knew I had to nail the start and get away from the pressure.  
“I had the best start I have ever had in my life – I focused every ounce of energy I had on it – and I ended up just scampering off into the distance. Being in the lead and having that sort of race, the adrenaline just gets you through but once that has gone, the pain starts to come back and you crumble up. Stuart Parker was amazing and very considerate of the situation. He is a terrific guy and he has been a bit of a mentor even since.”

**MN:** Why did you put yourself through that?  
**RPJ:** “I race because I love it and I never let anything stand in my way. As my dad would have said, you’ve got to rock until you drop. That has always been my motto as well. I want to do all this stuff in my life and I am not going to let it stop me – although unfortunately it gets to the point sometimes that it has. Through my own sheer competitiveness, I try to push it away as much as possible but that caused me to have to have another massive operation. I have now had 20 operations and four of them have been very serious bowel ones.  
“It is a big commitment, but I do feel like I am extremely lucky to do the things that I do. I have worked hard to try to make them happen and I am not going to let my sodding body stop me.  
“It is a shame about Jonny Edgar and I have had a good chat with him. Like anyone, he was very worried about what his future is and I hope I have been able to give him a bit of an insight and I have given him a few little coping mechanisms that have worked for me.  
“I have also offered to introduce him to my doctors. I hope I have been able to prove to Jonny that you can race and he is such a huge talent and

he can get it under control. The good think about treatment for Crohn’s Disease now is that the locker it is a lot fuller in terms of the help that is out there than it was maybe 10 or 15 years ago. There are lots of methods at keeping it at bay and I also said to Jonny that if he has to face surgery, he should do it because it will give him his life back.”  
**MN:** You are an ambassador for the Crohn’s and Colitis UK, so you know how important it is to spread the message...  
**RPJ:** “You would be surprised how many people are racing with IBD problems. There is even one on the British Touring Car Championship grid alongside me – and he is now seeing my doctor as well. There is someone in the Porsche Carrera Cup GB who has really suffered too and we have had many chats.”  
**MN:** Why are people suffering in silence?  
**RPJ:** “I think in motor racing, people don’t want to admit to any weakness at all, do they? With me, it is different because I am not a professional racing driver so I am OK to be open about it. But if a driver is young and up-and-coming, they aren’t going to want any management or potential sponsors

**“In music and racing, I just want to give everything I can”**

**Rick Parfitt**



Performer: Rick Parfitt Junior



Status Quo icon: Parfitt’s dad



Rick Parfitt won the British GT title in 2017 alongside Seb Morris





Kart stars: Lewis Hamilton, Rick Parfitt and Anthony Davidson in 2001



The season with JRM in a Bentley brought another GT win in 2019

to see any perceived weaknesses. They want to see a winning product. I have encouraged the people I know to get on top of it but, for the most part, people just bury it and ignore it. Then they end up getting in more trouble and it can be worse for them.”

**Question:** *After winning British GT in the Bentley, why did you switch away from the sportscar route? Surely Le Mans is an ambition?*

**Barry May**  
**Via email**  
**RPJ:** “Absolutely right, that was the ambition but to do something like that, I would have had to go into the World Endurance Championship. The budgets to do that were just huge and the time commitment it pretty immense too.

“To try and get to Le Mans is such a big deal and it requires so much in every department. With how busy the band as becoming – and don’t forget, that is how I earn my living – and I was getting worse with my Crohn’s, it meant the Le Mans dream had to stay as just that. It was almost an imperfect storm of things coming together which meant I couldn’t put it together.

“I was in a very very bad way with my health at the beginning of 2020 and I was very lucky that I was one of the last to get an operation just before the Covid virus shut everything down. The doctor said we had to get the operation done immediately as we were in dire straits – which I thought was funny, using that phrase! I didn’t even know at that point if I would ever get in a race car again. I was due to have a stoma, as they call it, and I didn’t know how that would fit with a race seat and doing up the belts, let alone going on stage and things like that.

“My life was there in front of me and about to be taken away, but I had an amazing surgeon who managed to

complete the operation and I didn’t need a stoma. I was at my lowest ebb physically and mentally and my future was in question, and I was very lucky that I have the most incredible wife who helped me through it.

“When I was in hospital and really struggling, I documented the journey because I wanted other people to see this big surgery and what it entailed, and Jason Plato sent me a voice message to encourage me. It was amazing.”

**Question:** *What did you think of [title-winning co-driver] Seb Morris’s appearances on Celebs go Dating on the E4 channel in 2018? Did he turn to you for any tips because you are happily married?*

**Steven Nye**  
**Via email**  
**RPJ:** “[Laughs] I will have to tell my wife that! At that time, I knew we had a really good chance of winning the championship. I saw a lot of my younger self in Seb being as he was out and about amongst the celebrity world – of course, he was much better looking than me though! I knew how seductive that world is when you start to go down that route.

“Seb has self-confidence and lot of talent behind the wheel too. I remember talking to him and asking if he wanted to be a celebrity and inhabit that world, or whether he wanted to be a professional racing driver with a factory deal. I kept on telling him to be really careful with that world. I knew what would happen and I gave him the benefit of my experience in that environment. I warned him that it was fickle and it was fleeting. And I tried to get him to ask himself what the benefits would be to him as a racing driver and where certain bits would be detrimental. To be fair, he got to a factory in the end – although that was scuppered by Covid.

“Did I give him any advice on dating? No, he never really had an issue when it

continued on page 25



Pain barrier: Silverstone in 2017 was an ordeal

**“There were times I thought I wouldn’t race again”**

**Rick Parfitt**



British GT4 silverware came in 2013 alongside Ryan Ratcliffe



Having a ball: the musician-turned-racer knows how to engage with the huge crowds in the BTCC



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FEATURE



This season, Parfitt is racing a Team Hard Infiniti Q50 chassis



Special moments: Parfitt takes the most from all his successes

**“Motor racing is a tough world for anyone”**

**Rick Parfitt**

came to getting the attention of females. But I was able to tell him that when he found the right one, like I have with my wife Rachel, don’t mess it up.”

**Question:** *How does the British Touring Car Championship and sprint racing compare to the GT and endurance racing he did before? What are the biggest things he’s had to learn and adapt to?*

**Emma Facey**  
**Via email**  
**RPJ:** “It is totally different. The only similarity is that they have four wheels and a steering wheel! It is like the difference between ice hockey and tennis. “With a British GT car, you have got big aero, you have downforce and lots of driver aids like ABS and traction control. The GT cars are, in comparison to a British Touring Car Championship car, easy to drive. Also, the racing is so different. While there is a little bit of learning and nudging in the British GT series, it is nothing like what happens in the British Touring Car Championship. “When you come across to something like the BTCC, it is a real culture shock initially. The first four moves made on me in the BTCC would have all resulted in a black flag in British GT, I am sure of it: the other driver would have been taken off the circuit. There are all these little

tricks where people get into other people’s bumper and all kinds of little tactics. Everyone knows all the little nuances of every circuit and they exploit them to their fullest. You learn pretty quickly that experience is massively important in the BTCC. Having said that, this year I am pretty chilled with it all and I am prepared to get stuck in.”

**MN:** That leads us on quite nicely to our next question...

**Question:** *Rick, you are now back in a rear-wheel-drive racing car in the Team Hard-run Infiniti Q50. Does that feel like coming home?*

**Adam Penny**  
**Via email**

**RPJ:** “On a physics level, yes it does make a difference but, of course, I don’t have any driver aids or downforce. I do feel comfortable in the car but, as yet, we haven’t had a really good run. We have had a lot of teething issues coming into the opening rounds and I feel like there is loads of time left in the car and left in me too. We are just sorting it all out and scratching the surface with the car. I would hope, by mid-season, I will be able to give you a much more accurate answer to that question.”

**Question:** *What advice would you give to a young driver starting out on their motorsport journey today?*

**Russell Scobie**  
**Via email**

**RPJ:** “Never give up! Don’t listen to anybody... if you want to do it, just do it because there will always be a way to make it happen.

“It would be easy for me to sit here and say it has been really tough for me to get to where I wanted to be, but it has been tough for everyone on the grid to be out there.”

**MN:** But surely people regard you differently because your dad was famous and so they assume that you must have had it easy?

**RPJ:** “That is something I have had to

fight all through my racing career. Everyone just assumes, wrongly, that it has all been handed to me on a plate. I worked selling ads in the motorsport press for 12 years – if I had so much money, I certainly wouldn’t have had to do that, would I? I took a massive risk leaving that job to go and try and forge a music career of my own in a niche [corporate gigs] that wasn’t the most respected. These days, doing corporate gigs are not frowned upon and they are seen as a whole sub-genre all of their own. I went down that route because I didn’t really want to be in the public eye. What I have learnt is that anonymity is a wonderful thing. Doing the BTCC is about as high-profile as I would ever want to be. I simply can’t believe the fan engagement with the British Touring Car Championship. And there is some cross over with the music – I have a brand called Rock & Race, and there are elements where both things are drawn together.

“But I am at the age where I am not trying to prove anything in music. OK, I haven’t had loads of number-one albums but in my world of corporate events and ev-entertainment, as we call it, we are at the top. We are opening the Isle of Wight Festival this year and we are headlining seven other festivals. Someone called us the other day ‘the biggest band no-one has heard of’ – and that is just perfect for me.

“I get to do the two greatest things anyone can do – motorsport and music – and they are my two greatest passions and I will never ever take any of that for granted. I feel so lucky to do what I do, especially given that it could have all fallen on its face so many times with my illness as well. I realise how mad it is. I remember sitting there and selling ads for MN and reading the issue all about Matt Neal winning £250,000 in 1999 for winning a BTCC race as an independent – would I have ever thought that I would be lining up on that same grid? No way but look: here I am!” ■



Parfitt’s British Touring Car Championship debut came in a Hyundai



# BRC REPORT: JIM CLARK RALLY

## IN BRIEF

### Cronin's new rubber

After a season, and last year's 2022 curtain raiser, spent competing on Hankook rubber, Keith Cronin switched to Pirelli tyres for the Jim Clark – a move that paid dividends. "I want to thank Hankook for all their assistance and efforts over the past year and a half," he said. "I hope that my contribution has assisted the company and that it will continue to bear fruit for them."

### Joker chance

Just two drivers played their points-boosting joker on the Jim Clark, but both Garry Pearson and particularly Eamonn Kelly made the most of it. Pearson picked up three bonus championship points for his third place overall, while Kelly's extra five for his Junior BRC win boosted him to the top of the points table after round two. "It most resembles to Irish Tarmac," he said of his decision to joker.

### No Anderson

Scottish driver Fraser Anderson was denied the chance to drive his first closed-road rally on home soil "due to a lack of available parts". Following a crash on round one, Anderson explained that "the current supply issues that we are facing have sadly put our season on hold for the time being. It's hard to say when we'll be back up and running, but I'm not one to quit so we'll keep pushing."

### Charmichael's victory

Alan Carmichael returned to the BRC National in his Hyundai i20 R5 and scooped victory as the only registered finisher. Craig Jones had been lying second in his Ford Fiesta 4x4 before the diff went after Saturday's first loop, while William Mains retired after the same stage, Eccles, in his Vauxhall Nova.

### Stages axed

Two of the weekend's nine stages were cancelled (and a further two somewhat scrubbed as the bogey was beaten) for contrasting reasons. MN understands the second pass of Westruther was scrapped due to an issue with a disgruntled local farmer – a delay that eventually led to Eccles 3 being cancelled as there wasn't enough time to run the stage before the public road reopened.

### Payne's dilemma

Elliot Payne still isn't sure which championship to prioritise this season: the BRC or the BTRDA Rally Series. After two top-five finishes Payne is an encouraging fourth in the BRC but has looked more competitive in the BTRDA – winning the Border Counties and leading the Malcolm Wilson Rally. "We'll see what happens, it's 50:50 at the moment," he said.

### A missing rival

Eamonn Kelly said it was "a pity" JBRC rival Ola Nore Jr was absent from the Jim Clark Rally as "we would have liked to have seen where we would have fared against him on a surface we're quite familiar with". Kelly finished a fighting second to Nore Jr on round one but the Norwegian elected not to compete in Scotland.



Cronin returned to his BRC winning habits

# CRONIN IN CHARGE AMID PRYCE WOE

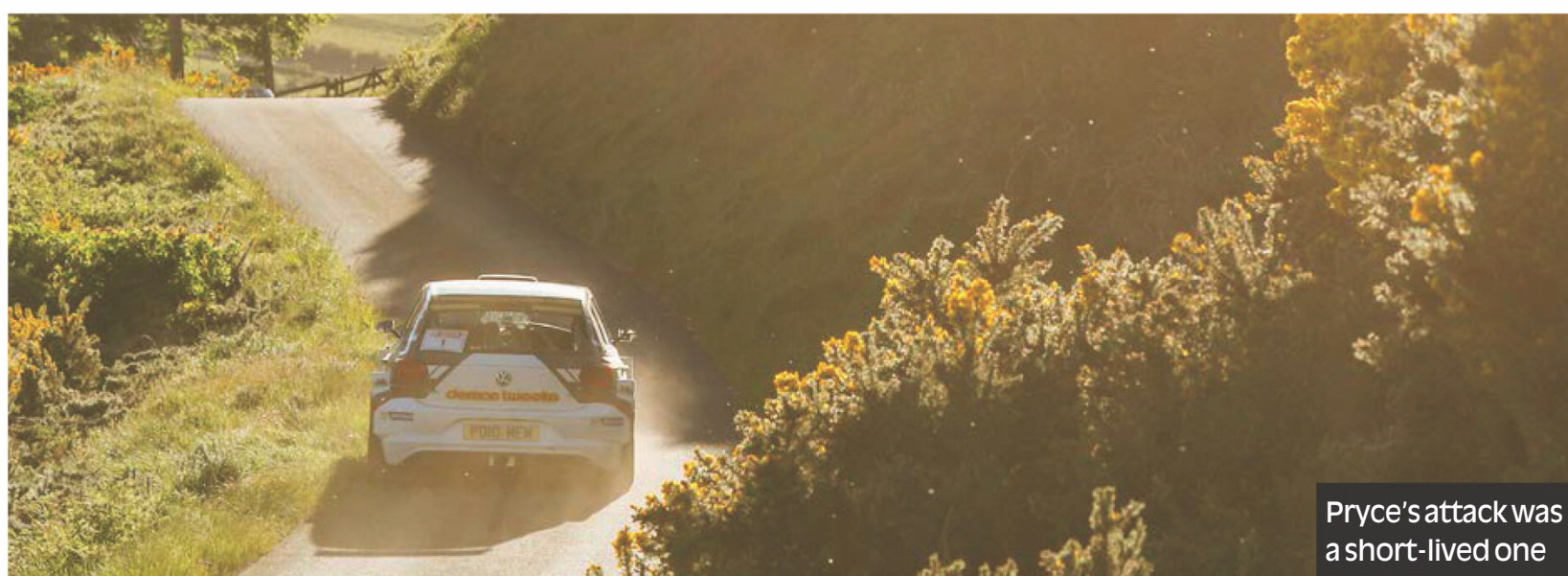
*Keith Cronin dominated to claim a first BRC win since 2017, but it was a controversial event for title-chaser Osian Pryce. By Luke Barry*

**I**n the first round of the season in April, just tenths of a second split leading runners Osian Pryce and Keith Cronin on the Tarmac lanes of Essex. But several hundred miles north in the Scottish Borders, Cronin was in a league of his own to take a commanding 36.2-second victory – marking himself out as a real title threat in the process.

Returning to the BRC calendar for the first time in eight years, the Jim Clark Rally entry was thin but packed with quality as onlookers anticipated the resumption of the Pryce vs Cronin battle that made the Tendring and Clacton Rally so intense. But Cronin, second-best to Pryce back then, was having none of it this time as he returned to the stages he had conquered a decade ago.

Two passes of the Longformacus test – often known as Abbey St Bathans – would play the crews into the rally, but this was no stage to be letting up on. At 11.9 miles it was comfortably the longest of the event and would reward an attacking-yet-measured approach.

It was Cronin who aced it. Setting the pace on the first pass by eight seconds from Pryce, the four-time British champion was simply superb on the repeat run to beat his earlier effort by over 20 seconds, and the chasing pack by an astonishing 22.9s – despite light beginning to fade. As one



Pryce's attack was a short-lived one

competitor succinctly put it: "Where does he keep his wheelbarrow for those cajones?"

Cronin's cause was aided by a slow puncture for Pryce, collected four miles into the test. "We hit something that had pulled onto the line [from the first pass]," Pryce explained. "We were going well, I thought it might have been steering at first but no it was a slow puncture. The time was actually not too bad considering."

He'd dropped 1m11.6s to Cronin and plummeted to sixth overall as a result. James Williams was effective and had vaulted up to second spot – despite co-driver Dai Roberts feeling sick during SS1 – but already trailed the early leader

by 40.6s. Local driver Garry Pearson was a further 13.1s adrift but absolutely loving the chance to drive such a famous stage with a Rally2 weapon.

As for the leader? "We had a good run [but] I'm a bit surprised to be so far in front. It's a stage I've always enjoyed. I don't want to think too much about it [the lead] because I've been in this position before on rallies, so we'll see how the first loop goes."

But then came the real intrigue: "Mikie [Galvin, co-driver] just told me Osian might be excluded. Him and Noel [O'Sullivan, Pryce's co-driver] are good friends, they went to the same school together, so it might be a wind up."

The sight of Pryce's #1 Polo sat alone in the service area with O'Sullivan stripping off his fireproofs told the real story. Event regulations stipulated that "a competitor sustaining a puncture, either on a road section or a special stage, must immediately find a safe place to stop and change a wheel. Failure to comply will result in disqualification."

Pryce hadn't done that, and he was therefore thrown out of the rally – disbelief and dismay written all over his face.

The show went on without the championship leader, and Cronin seized his chance. Unfortunately he – along with Williams, Pearson and Ruairi Bell – beat the bogey on Westruther but Cronin set the



Photos: Jakob Ebrey



Williams confirmed progress with second



Evans said he was playing his way into the pace with his VW Polo R5



Eamonn Kelly said he was exploring the limits for his victory

# JBRC MASTERCLASS FROM BATTLER KELLY

Being pipped to opening stage victory by Kyle White was the only blot on Eamonn Kelly’s copybook as he stormed to a strong Junior BRC victory by half a minute in his Ford Fiesta Rally4.

“We had a great rally,” he appraised. “No mistakes, a few moments where we were nearly off the road but that’s probably a good sign, it shows that I’m pushing so you kind of want to be in that position. I’m very happy with the way we’re driving at the minute and it serves us well for the rest of the season.”

White put up a good fight in his

Peugeot 208 Rally4 – despite joking he finished “two years” behind Kelly – to set the pace on SS1, but what he called a “small off” on SS2 pegged him back and gave him too much work to do to recover.

A little frustrated to not be seeded with Kelly, White caught some cars on Longformacus but otherwise kept himself clean to score his first podium of the season ahead of the only other finisher, Johnnie Mulholland.

Ioan Lloyd’s event was a nightmare as he crashed his Peugeot on the very first stage, causing a stage delay as his car was on its roof.

# WOOD’S WIN IS NERVOUS

On his first rally in two years, local driver Euan Thorburn was well on course for victory in the non-BRC event in his Ford Focus WRC05. Starting the final stage 33.8 seconds clear of Steve Wood’s Fiesta WRC, Thorburn would however soon be parked up with the bonnet open, going no further.

“I went to bits on the last stage when I saw Thorburn on the side of the road,” rally winner Wood admitted. “I stalled it twice at the chicane! We’ll see what we can do in Argyll now.”

Wood was however just third in the Asphalt Championship points as both BRC runners James Williams and Ruairi Bell beat him.

Mark Kelly finished second on the event but struggled on the pair of Longformacus stages in particular. “I don’t know what it was, I just wasn’t myself until the final three stages,” he confessed. “Perhaps it was a case of over-preparing? I don’t know.”

Either way he finished 15.1s down in his Fiesta R5 with Stephen Simpson a spirited third in his younger Rally2 model, just shading Neil Roskell.

Ewan Tindall was a sensation on Friday night as he set the pace on the opener in his less-fancied Mitsubishi Evo, but he wouldn’t see the end after hitting a bank and shearing the hub on SS4. Local driver Dale Robertson was another to not see the end, quickly stopping to change a puncture on Eccles before later understeering at a tight hairpin and wedging his Fiesta R5 into a ditch.

pace on the brand-new Scott’s View stage and was just a handful of seconds off fastest through Eccles to remarkably keep his lead at the exact same 40.6s margin it had been in the morning. The cancellation of both Westruther 2 and Eccles 3 – and yet another time under the bogey, this time on Scott’s View 2 – stymied his flow but Cronin held on to score his first BRC win since the Isle of Man 2017 showdown that netted him his last title.

“It all came to a bit of a fast end there with the last stage being cancelled but it was good to get the win,” Cronin smiled. “Today was a bit different, we just had to control. We didn’t go too mad, we did the hard work last night. There were no moments the whole weekend really. I do like these stages, so it was nice to get on them again.”

Williams continued his impressive start to his maiden BRC campaign in an R5 with second – his second podium in succession – with a handy 3.9s stage win on the final stage to boot. Pearson was pleased to score a first BRC podium (and at home too) in third but was blown away by the “unbelievable” pace on Friday night. “I didn’t have an answer,” he said.

Meirion Evans’ return to the British championship began with a low-key fourth place, the Irish Tarmac regular admitting he’s not quite been himself on recent rallies.

“I felt like I was going OK [on Friday

night], I could see dust and was like ‘yes!’ but it wasn’t to be,” he commented.

Elliot Payne finished just 2.8s behind Evans’ Polo in his Fiesta Rally2 despite having “no brakes for the middle stages, it was a long pedal every time so you couldn’t really judge it”. However once again Bell showed great promise but didn’t get the reward that suggested. He brought his Skoda home a frustrated sixth – buoyed by his first BRC stage win but left to rue a technical issue on SS1.

“We had a wastegate problem,” Bell explained, “and it meant we had no boost at the start and then we stopped and restarted in the stage so not fantastic, but it’s one of those. The important thing for us is we didn’t try and do something heroically. It was nice to get a stage win but we were seeded in a pretty awful place so that sort of kicked us when we were already down, we couldn’t really make the most of what we had. We’re now very ready for some gravel action and that’s where we need to reconvene and start the championship result.”

Jason Pritchard’s “we’ve finally finished a rally” assessment pretty well summed up a forgettable weekend for him. After two retirements and a DNS so far in 2022, Pritchard badly needed a result but just didn’t quite look himself all weekend. He was drained of confidence on SS1 as he dropped over a minute, passed by two cars on the stage. The end result was a distant seventh.

RESULTS			
Jim Clark Rally British Rally Championship			
Round 2/7 When: May 27-28 Where: Duns, Scottish Borders			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Keith Cronin/Mikie Galvin	Volkswagen Polo GTI R5	50m03.5s
2	James Williams/Dai Roberts	Hyundai i20 R5	+36.2s
3	Garry Pearson/Dale Furniss	Ford Fiesta Rally2	+58.3s
4	Meirion Evans/Jonathan Jackson	Volkswagen Polo GTI R5	+1m10.6s
5	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	+1m13.4s
6	Ruairi Bell/Max Freeman	Skoda Fabia Rally2 evo	+2m28.3s
7	Jason Pritchard/Phil Clarke	Volkswagen Polo GTI R5	+3m05.9s
8	Eamonn Kelly/Conor Mohan	Ford Fiesta Rally4	+3m53.3s
9	Kyle White/Sean Topping	Peugeot 208 Rally4	+4m23.9s
10	Johnnie Mulholland/Eoin Tracey	Ford Fiesta Rally4	+5m38.4s
Championship: 1 Cronin 43; 2 Williams 33; 3 Osian Pryce 25; 4 Payne 22; 5 Pearson 18; 6 Evans 12; 7 Kelly 12; 8 Ola Nore Jr 10; 9 Bell 8; 10 White 8			



Pearson put in a solid performance for third place



Wood kept his head among the non-BRC runners



# RALLY REPORTS

Photos: Chicane Media

## JIM CLARK REIVERS RALLY: DUNS BY JOHN FIFE

MAY 29



A mismatched tyre didn't help Bogie's challenge



Thorburn rolled back the years

# THORBURN GETS BACK TO THE TOP

John Fife watched a battle of the big names in Scotland for the Jim Clark Reivers success

Ten years ago, Euan Thorburn and Paul Beaton won both the Jim Clark and Reivers Rallies on the same weekend. The same pairing almost did it again last weekend.

They were leading the main event until a suspected gearbox fault stopped their Ford Focus 05 WRC on Saturday but, after an overnight repair, bounced back to score victory on Sunday's Reivers Rally.

"It was just a burst hydraulic oil pipe that caused the problem yesterday," said Thorburn, "so it was an easy fix last night."

There was a touch of deja vu about Sunday's competition as Thorburn and Beaton lined up on the startline behind long-time Scottish championship rivals David Bogie and John Rowan in the Mini JCW WRC. Sunshine may have greeted the crews but it was still cold, bitterly so in the shade, and therefore tempting many crews to opt for soft tyres and then having to revise their choice for the afternoon loop.

Even so, Thorburn was quickest over the first two tests by five seconds before Bogie snatched back two on the third. Thorburn responded with a faster time on SS4 before Bogie countered on SS5, but Thorburn clinched it on the final test with another fastest stage time.

"That was a good day, and a good fight with Euan," said Bogie. "We buckled a rim this afternoon and had a mismatched spare, which didn't help, but take nothing away from Euan, that was a really testing day."

It had in fact been a three-way fight till the penultimate test, for the Fiesta Rally2 of Rory Young and Allan Cathers had been mixing it with the top two. Young was only 3s behind Bogie when the Fiesta's dash flagged up a problem and he was forced to retire.

It might well have been a four-way fight but Freddie Milne and Patrick Walsh didn't get beyond the first stage when the Fiesta Rally2 slid straight on through a hedge into a field on a long fast right-hander on the opening stage of the day.

Neil Roskell and Andrew Roughead completed the podium line-up in their Ford Fiesta R5 although their delight was tinged with relief. "We picked the wrong tyres for the morning run, they were too soft but things improved in the afternoon – we clocked 125mph in Fogo..." explained the driver.

The difference between third and fourth place was less than 3s with Michael Binnie and Claire Mole rocketing their Mitsubishi Lancer E9 into fourth

just ahead of the Ford Fiesta R5 of Dale Robertson and Stuart Loudon.

First time on a closed-road Tarmac event with the Proton Satria Evo, Mark McCulloch and Michael Hendry finished sixth. "We had a test at Kames with the car and then used the Shakedown last Thursday to refine the set-up," said McCulloch. "I'm really pleased with that [sixth]."

John Stone and Laura Connell finished seventh in the VW Polo GTI R5 and echoed the observations of many drivers saying: "We used the same tyres [as on the main event] but it felt completely different today. Strange, very strange."

Ewan Tindall and Peredur Davies scored a stunning eighth place overall in their Mitsubishi E9 on their first closed-road rally despite an excursion through a gate into a field in the Ayton test.

"It was a bit gravelly and hard to read the road in places," admitted the 19-year-old. In fact they snatched the position from the Mitsubishi E9 of Scott MacBeth and Daniel Forsyth on the final stage. "On the third corner, my dash suddenly went blank and I lost my gearshift display, but I can't complain, the car ran well all day," said MacBeth.

Completing the top 10 were John Wink and Neil Shanks in the Hyundai i20 R5. "We bought Steve Simpson's tyres from yesterday when he finished third," said Wink, "but we had to stop at the scene of Chris Collie's accident to see if the crew were OK and it took a wee while to get back into the groove after that." Fortunately Collie and Ricky Finlayson were OK.

Jock Armstrong and Cameron Fair missed out on a top-10 finish after an altercation with a chicane bale in the first stage of the day which removed the Subaru's front air dam and bumper but did no mechanical damage although the Impreza was outgunned on the day's high-speed stages by the more modern machinery around it and it finished 11th. Bruce McCombie and Michael Coutts also lost out badly when their Ford Focus WRC lost power steering on the final three stages and the poor driver was "totally knackered" by the rally finish.

At the Duns Square finish in front of huge crowds, a delighted Thorburn was full of praise for the return of the Reivers and its stages. "It was certainly gravelly and slippery in places but enjoyable – we were going sideways in places we've never been sideways before," beamed the winner.

### RESULTS

Jim Clark Reivers Rally When: May 29 Where: Duns

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Euan Thorburn/Paul Beaton	Ford Focus 05 WRC	37m 06.4s
2	David Bogie/John Rowan	Mini JCW WRC	+13.0s
3	Neil Roskell/Andrew Roughead	Ford Fiesta R5	+53.8s
4	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+56.5s
5	Dale Robertson/Stuart Loudon	Ford Fiesta R5	+1m 02.4s
6	Mark McCulloch/Michael Hendry	Proton Satria Evo	+1m 18.0s
7	John Stone/Laura Connell	Volkswagen Polo GTI R5	+1m 28.6s
8	Ewan Tindall/Peredur Davies	Mitsubishi Lancer E9	+1m 46.4s
9	Scott MacBeth/Daniel Forsyth	Mitsubishi Lancer E9	+1m 50.5s
10	John Wink/Neil Shanks	Hyundai i20 R5	+1m 53.6s

Class winners: **C1:** Andrew Blackwood/Richard Stewart (Ford Fiesta ST); **C2:** Sarah Hunter/Iain Robson (Peugeot 205); **C3:** Des Campbell/Craig Forsyth (Peugeot 206); **C5:** Peter Stewart/Dave Robson (Peugeot 208 Rally4); **C6:** Brian Watson/Chris Lees (Ford Escort Mk2); **C7:** Greg McKnight/Harry Marchbank (Ford Escort Mk2); **C8:** Billy McLelland/Chris Robertson (Mitsubishi Lancer); **C9:** Binnie/Mole; **C10:** Robertson/Loudon; **C11:** Phil Cook/John-Paul Boom (Land Rover Defender Wolf XD); **H1/H2:** Stuart Egglestone/Brian Hodgson (Ford Escort Mk2); **H3:** Steve Bannister/Callum Atkinson (Ford Escort Mk2); **H4:** David Kynaston/Val Thompson (Triumph TR7 V8).



Neil Roskell took third position in his Ford Fiesta R5

### CLASS ROUND-UP

## Escorts defeat the Triumph for two-wheel-drive success

Top two-wheel-drive crew on the day was Greg McKnight and Harry Marchbank in their Escort Mk2 in 17th place overall ahead of Gerry Fitzelle and Mark Mason who finished 24th in their Ford Escort Mk2. Only seven seconds behind

them was the Triumph TR7 V8 of David Kynaston and Val Thompson. The latter crew finished 25th overall but could have done better. The driver explained: "Every time I lift off, she [Val] thumps me in the arm..."

Peter Jackson and Emily Easton-Page were the third two-wheel-drive crew home, just 1.2s behind in their Escort Mk2. Jackson said: "I took it slow this morning and let it loose this afternoon." Kynaston also took the top

Historic award ahead of the Pinto-engined Ford Escort Mk2 of Stuart Egglestone and Brian Hodgson. Andrew Blackwood and Richard Stewart won Class 1 in their Ford Fiesta ST but only after replacing a burst

water hose while Blackwood also carried off the Under-21 Junior award. Sarah Hunter scored the Class 2 win in her Peugeot 205 with Iain Robson co-driving, and Des Campbell and Craig Forsyth were the Class 3 winners in

their Peugeot 206. The latter crew had been concerned about the Peugeot's engine which had spent much of the day on the rev limiter. "I can carry the speed through the corners but lose it all on the straights," said Campbell.

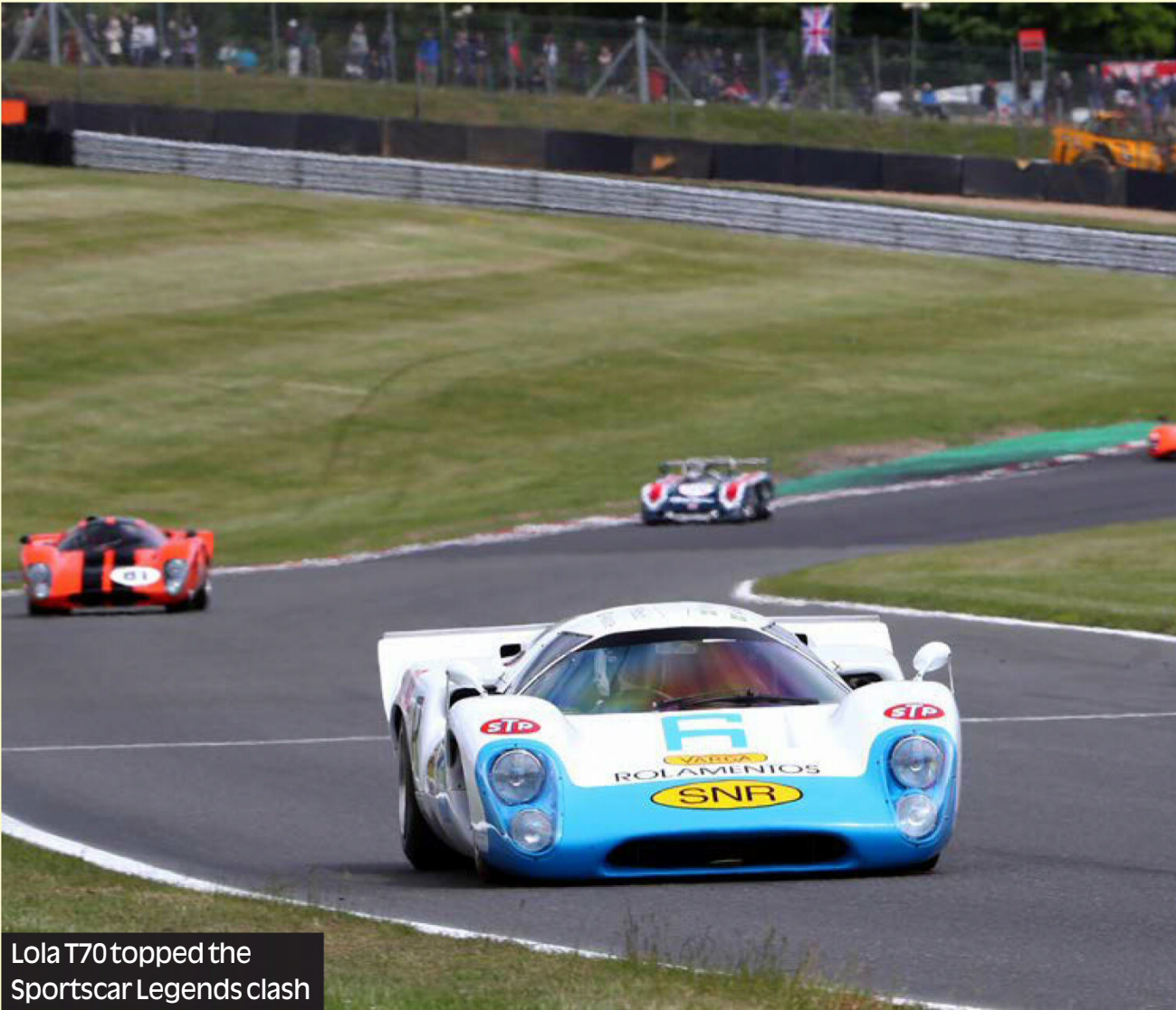


RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: MSVR BY RACHEL HARRIS-GARDINER MAY 28-29

HADFIELD AND VOYAZIDES SHINE THROUGH



Lola T70 topped the Sportscar Legends clash



F1 winners Hartley and Griffiths share front row

Simon Hadfield showed his class by winning the Masters Sportscar Legends race at Brands Hatch, sharing Leo Voyazides’s Lola T70.

A solid first stint by Voyazides, who has not raced at all since 2019, gave way to a series of increasingly rapid laps by Hadfield, who stepped over erstwhile leader Chris Beighton’s orange T70 with comparative ease.

The race would have had more spectacle had Tom Bradshaw not retired his Chevron B19. Bradshaw had built up a large gap to Beighton and Voyazides by lap 12, but he pulled into the pits with clear mechanical problems and had to retire. Beighton was second and the rapid Chevron B23 of Goncalo Gomes and James Claridge was third. The

kind of pace shown by the B23 could have threatened Beighton had there been a few more laps, as it was gaining on him all the time.

Sportscar Legends’ more modern equivalent, Endurance Legends, featured a win apiece for Steve Brooks and Chris O’Connell in a Lola B12/60 and Steve Tandy in a Peugeot 90X turbodiesel. Both had to fend off LMP newcomer Stuart Wiltshire, driving a Ligier LMP2, although Tandy did not manage in race one and finished his race in the gravel. Wiltshire, who said the Ligier was like “a single-seater with a roof on it” was perhaps the stand-out driver considering his inexperience in this type of machinery, although Tandy’s win from the back in race two was also very impressive.

Another relative newcomer won the first Masters Racing Legends Formula 1 race. Miles Griffiths had only driven the Fittipaldi F5A once in qualifying at Monaco, but he was able to pass Steve Hartley’s McLaren MP4/1 on the first lap. Hartley had just got back ahead when an electrical fault dropped him out of the race. Griffiths tried to build up a lead on Hartley in race two, but the McLaren was just too quick and caught and passed. Hartley held on for the win this time.

A lively Equipe Libre race ended the weekend. TVR Griffith driver Christian Douglas credited his perfectly running car for his win, ahead of Bruce White’s Lotus Elan.

Douglas had started the race eighth, but third-placed Robin Ellis was right at

the back of the grid, having had an accident in his Lotus 26R Shapecraft during qualifying. He slowly but definitely made his way to the front, waiting at the back of the leading group for some time before advancing.

He also benefited from the retirement of Alex Causer, driving an aluminium-bodied Lotus Eleven. Causer had been with the leaders all the way and was one of a group that was fighting over the lead, but an accident out of sight at the back of the circuit led to his demise. Polesitter Douglas Muirhead was fourth, having lost his lead to Causer, White, Douglas and sixth-placed John Tordoff in another Elan at different times. He was passed in his Austin Healey 100/6 but never quite lost sight of the leaders.

RACE WINNERS		
<b>Masters Racing Legends</b>	<b>Gentlemen Drivers</b>	Tandy (Peugeot 90X)
<b>Race 1:</b> Miles Griffiths (Fittipaldi F5A);	John Davison (TVR Griffith)	<b>Masters Sportscar Legends</b>
<b>Race 2:</b> Steve Hartley (McLaren MP4)	<b>Masters Pre-'66 Touring Cars</b>	Simon Hadfield/Leo Voyazides (Lola T70 Mk3B)
<b>Youngtimer Touring Car Challenge</b>	Sam Tordoff (Ford Falcon Sprint)	<b>Equipe Libre</b>
<b>Race 1:</b> Daniel Brown (Ford Sierra Cosworth);	<b>Masters Endurance Legends</b>	Christian Douglas (TVR Griffith)
<b>Race 2:</b> Glenn Dudley (Lola Wright)	<b>Race 1:</b> Martin O’Connell/Steve Brooks (Lola B12/60);	<b>Race 2:</b> Steve

MASTERS GENTLEMAN DRIVERS



Davison goes splnning, but recovered for victory

DAVISON OVERCOMES A SPIN TO TAKE GLORY

The 90-minute Gentlemen Drivers enduro was the highlight on Saturday. There was a tense finish courtesy of the TVR Griffiths of winner John Davison and Mike Whitaker, who was second.

Davison had had to weave his way back up the grid after an early spin and a penalty for early

overtaking in quick succession, which all led to a final showdown with leader Whitaker. He, in turn, was struggling with a lack of brakes and had to cede to Davison in the final few laps, despite leading more laps than anyone else.

This followed a puncture and

then a penalty for the Shelby American Cobra Daytona of Roy Alderslade and Andrew Jordan. Jordan had put the car at the front at what should have been a pivotal time, but fate intervened and he had to settle for ninth.

Sam Tordoff had another superb recovery drive from

the back of the pack in the Lotus Elan he shares with his father John, but they too received a penalty for causing a collision and were dropped to seventh, handing an extremely hard-fought third place gained by a few thousandths to Ron Maydon in a Ginetta G4R which he was sharing with Robin Ward.

PRE-'66 TOURING CARS



Former BTCC man Tordoff fended off Davies

TORDOFF PUTS HIS FOOT DOWN FOR TIN-TOP WIN

Sam Tordoff made up for his Gentlemen Drivers disappointment with a win in the hour-long Touring Cars race, driving a mauve Ford Falcon.

He had built up a considerable lead at the start but had to adjust his tactics when the safety car came out with just over half the race to go.

The ex-British Touring Car Championship driver had a 20-second penalty to serve as a pro driver and had to work even harder to regain his lead after stopping earlier than planned.

Craig Davies was second in a Mustang, having led for a while after the pitstops and fended off the fellow Mustang of Alex

Taylor. Taylor retired on the final lap with a possible head gasket failure, while scrapping with Alex Thistlethwayte’s Mustang. Thistlethwayte had also had a turn on the front.

Nathan Heathcote won the battle of the Minis in fifth, helped by Jeff Smith having made the wrong tyre choice. He

was behind fourth-placed Marcus Jewell and Ben Clucas in a Lotus Cortina, who need not have passed the Leo Voyazides/Simon Hadfield Falcon as Voyazides had incurred a penalty for causing a collision. They were seventh, behind the Lotus Cortina of Alan and Geoffrey Letts.



# Congratulations

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**Euan Thorburn and Paul Beaton winners of the Reivers Rally**

## **MRF TYRES**



**Also congratulations  
to Ewan Tindall on his  
very impressive drive  
at the the Jim Clark and  
Reivers Rallies.**

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01942 218498**



RACING REPORTS

Photos: Steve Jones

CROFT: 750MC BY MARCUS PYE MAY 28-29

F1000 BATTLERS SHOW THE RIGHT SPIRIT



RACE WINNERS	
<b>F1000</b> <b>Race 1:</b> Matthew Booth; <b>Race 2:</b> Lee Morgan; <b>Race 3:</b> Rob Welham	(WEV); <b>Race 2:</b> James Harridge (Maverick)
<b>Sport Specials</b> <b>Race 1:</b> Lewis Ward (Westfield SEIW); <b>Race 2:</b> Andy Hiley (Chronos HR1S)	<b>Roadsports</b> Leon Bidgway (Lotus Exige)  <b>Club Enduro</b> Will Stacey (Lotus Elise)
<b>Armed Forces Race Challenge</b> <b>Races 1 &amp; 2:</b> Mark Inman (Caterham Sigmax)	<b>Toyota MR2</b> <b>Race 1:</b> Ali Topley (Mk2); <b>Race 2:</b> Shaun Traynor (Roadster)
<b>Formula Vee</b> <b>Race 1:</b> Craig Pollard	<b>Alfa Romeo</b> <b>Races 1 &amp; 2:</b> Scott Austin (156)

Matthew Booth, Lee Morgan – driving team-mate Andrew Wheals’ car – and Rob Welham won a race apiece as frenetic bike-engined F1000 sped into the 750MC’s second Croft event of the season. Over a topsy-turvy weekend, Silverstone victors Booth and Tom Gadd both retired once from the 22-strong Jedi pack, but the speed and paddock camaraderie showcased top value single-seater racing.

Lotuses won the longest races, Leon Bidgway (Exige turbo) snaring Roadsports gold after Will Stacey’s Elise’s gearbox jammed in fourth. Fortunes were reversed in the tremendous 125-minute Club Enduro in which the mighty BMW M3s retired. Stacey returned a victor with the Seat Leon TCRs of Colin Gillespie and Carl Swift – hobbled by an early puncture – breathing down his neck. Luke Handley (VW Golf GTi) and Dan

Ausano/Joel Oswick (BMW 328i) claimed the classes. Craig Pollard’s third-successive Formula Vee win was routine with Danny Hands chasing. Second qualifying times decided Sunday’s grid after a disjointed session which left Pollard 17th and defending champion James Harridge at the back following two gear linkage failures. In a deluge, Harridge got up to third inside a lap but ran through the Clervaux gravel wresting the lead

from Hands, who was disgruntled when the result stood. Sport Specials king Andy Hiley’s unbeaten run ended when his Chronos engine shed its fan belt while leading. Lewis Ward’s Westfield sped past as he pulled off. Hiley bounded back to beat Ward later. Warren Vessey (Fisher Fury) and Stuart Thompson (MK Indy RR) shared Class B honours but Stewart Mutch won both MEV Exocet scraps. In Sunday’s Toyota MR2

rounds, Ali Topley proved his two-litre Mk2 to be fractionally wielder than quadruple champion Shaun Traynor’s 1800cc Roadster in the wet. Traynor struck back in the dry, when shadowing defending title-winner Aaron Cooke (Roadster) reset Shaun’s record, set in a Mk2. Scott Austin’s turbocharged 156 was uncatchable among the Alfes, his slicks front-wets rear tyre choice working on Sunday, but Tom Hill chased gamely. In the

damp stanza, eight of the 11 starters battled for third place. Twin Spark standout Andrew Bourke finished fifth from the second tranche. Saturday’s Armed Forces Race Challenges fell to Mark Inman’s Caterham, too fleet for Simon Wing’s Peugeot 205 and the BMWs of Jason Holyhead (E36 M3) and Stuart Pywell (125i). When Wing scratched from race two, Holyhead ceded second to Pywell on the line.

Photo: Mick Walker

OULTON PARK: BARC BY MARK PAULSON MAY 28

THE LITTLE AND LARGE SHOW SHARE WINS

It was honours even in Oulton Park’s David versus Goliath Pre-’66 Touring Car contests as Alan Greenhalgh and Barry Sime shared the wins. Greenhalgh’s Ford Falcon withstood Mini-mounted Sime’s pressure to win the first race. Piers Grange in third was edging towards the leaders – after clearing Tim Scott Andrews (Falcon) and Roger Stanford (Lotus Cortina) – until he ran wide at Lodge. Scott Andrews jumped into race two’s lead but was passed by Sime at Cascades before dropping back and eventually retiring. Greenhalgh and Grange’s Yank tanks took up the chase, swapping second and each thundering past Sime out of Deer Leap, only for

Sime to nip inside at Old Hall. Greenhalgh’s final challenge ended in the wall on Clay Hill, but he was classified third (after a jump-start penalty) when the race was red-flagged. Stanford (classified second) had rolled avoiding Grange’s loose wheel and driveshaft. Nissan Primera pairing Anthony Reid and Richard Wheeler split the Super Tourers wins. Reid passed Mark Jones (Renault Laguna) to claim a caution-blighted opener. Wheeler, who’d earlier spun from the lead, climbed from fifth on the grid to win race two, picking off John Cleland, Jones and Reid in sensational style. Reid’s final-lap spin handed Cleland second.

Tom Robinson’s Jaguar Challenge winning streak reached five despite leaking power-steering fluid. But with no assistance in the sequel he could only recover to third behind the XJ-Ss of James Ramm and Colin Philpott following a poor getaway. Ric Wood (Holden Commodore) twice denied Silverstone double winner Jason Davies’s Ford Sierra Cosworth in Classic Thunder, coming from behind to win race two. Sharing the same grid, BOSS honours were split between the Mk2 Escorts of Piers Grange and Martin Reynolds. Wood charged from last to third in the local Sports/Saloon series, behind Jon Woolfitt and Paul Dobson.



Alan Greenhalgh and Scotsman Barry Sime were the star tin-top performers

RACE WINNERS			
<b>Pre-’66 Touring Cars</b> <b>Race 1:</b> Alan Greenhalgh (Ford Falcon Sprint); <b>Race 2:</b> Barry Sime (Morris Mini Cooper S)	<b>Touring Cars</b> <b>Race 1:</b> Anthony Reid (Nissan Primera GT); <b>Race 2:</b> Richard Wheeler (Nissan Primera GT)	<b>Race 1:</b> Tom Robinson (XJR-6); <b>Race 2:</b> James Ramm (XJ-S)	<b>CNC Heads Sports/Saloon</b> Jon Woolfitt (Spire GT-R)
<b>SuperTourers/Pre-’03</b>	<b>Jaguar Challenge</b>	<b>Classic Thunder/BOSS</b> <b>Races 1 &amp; 2:</b> Ric Wood (Holden Commodore)	<b>Pre-’83 &amp; Pre-’93 Touring Cars</b> Dave Griffin (BMW E36 M3)

KIRKISTOWN: 500MRCI BY RICHARD YOUNG MAY 28

DOUBLE WINNERS, BUT PLENTY OF CLOSE ACTION BEHIND

There were double wins all round at Kirkistown on Saturday. It was almost a repeat of last month’s meeting but this time there was more excitement, mainly due to the efforts of the runners up. In Formula Ford, while David McCullough steamed off in front, an all-Mondiale battle for second between Alan Davidson and Brandon McCaughan had the commentators close to meltdown as the pair fought tooth-and-nail all the way. In race one, McCaughan

seemed to have it sorted early with a mighty outbraking move on his rival at Colonial only to have Davidson return the favour round the outside on the last lap. In race two, McCaughan was in front once more, but Davidson had other ideas and an audacious pass at the dauntingly fast Debtors Dip left-hander put him ahead again when it mattered. The Ford Fiestas, too, rose to the occasion. While former Fiat star Derek Graham established himself at the front, son Michael,

Mark and Paul Stewart and Neville Anderson gave the crowd plenty to shout about. Anderson eventually placed second in race one ahead of Mark Stewart, while Graham Jr was removed from the results after a nerfing match with Paul Stewart. In race two, Mark Stewart claimed the runner-up spot from Anderson with Michael Graham and Paul Stewart in attendance. Poleman Steven Larkham took some time getting his Radical PR06 off the line in

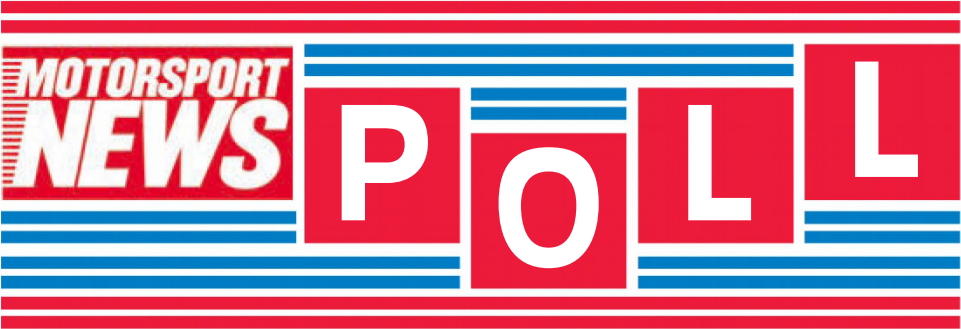
both Roadsports races, letting his uncle Jim Larkham assume the lead. However when Steven got moving it all changed, nephew soon passed uncle to score the first of two victories. He lowered Jim Hutchinson’s decade-old lap record in the process. John Stewart (PR06) placed third in race one, but slid off in race two allowing John Benson’s S2000 Crossle to claim the third podium place. Peter Baxter’s Seat was another

tardy starter but once he got moving, he soon got ahead of Paul Parr’s SHP Supercar in both Saloon/GT affairs to score another double. The concurrent Mazda MX-5 encounter provided some variety with a win apiece for David Cousins and Gavin Kilkey. Richard Kearney always goes well at Kirkistown, and he did it again at the weekend. Tom Foley and Garret McKenna were the runners up in R1, Mark Keenan and Chris Dunne in race two.

RACE WINNERS	
<b>Saloons/GT</b> <b>Races 1&amp;2:</b> Peter Baxter (Seat Leon)	<b>Formula Ford 1600</b> <b>Races 1&amp;2:</b> David McCullough (Van Diemen RF01)
<b>Formula Sheane</b> <b>Races 1&amp;2:</b> Richard Kearney	<b>Roadsports</b> <b>Races 1&amp;2:</b> Steven Larkham (Radical PR06)
<b>Fiesta Zetec</b> <b>Races 1&amp;2:</b> Derek Graham	



FEATURE



**HOW TO VOTE**

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**T**here used to be something quite endearing about the Japanese firms that tried to triumph on the global motorsport scene. Ingenious and always memorable, the battlers from the Far East would simply not give up in their quest to crack the usually European-dominated big events and championships. In terms of rallying, the breakthrough came with Toyota in 1990 then in 1991 Mazda finally conquered Le Mans. Toyota has prevailed in recent seasons and, having been unable to crack Formula 1, has been the benchmark on both the World Endurance Championship and the World Rally Championship. Here, we pick out our 10 favourite Toyota machines and we need you to have your say on which has been the finest from the Aichi-based firm. Details of how to make your voice heard are in the panel (above).

*We are on the look-out to try and discover some of your most loved racers from the Far East firm. **Matt James** is your guide*

THE CONTENDERS



**1 Toyota Celica 2000GT**  
It took Toyota three years after its first entry to finally win a round of the World Rally Championship, it is was an arena it would go on to dominate. Ove Andersson was the first to enter top-flight rallying in 1972 in the ungainly looking 1600GT and the Corolla won in Finland in 1975 but the 2000 GT was the first good-looking car from the Japanese firm to drive over the winners' ramp when Bjorn Waldegard claimed a win on the New Zealand Rally in 1982. The 2000GT was replaced for 1983 by a twin-cam GpB car, and it was the launchpad for a rich rallying history. There was success for the Toyota team on the track too, as Win Percy claimed the 1982 British Saloon title.

**2 Toyota Corolla AE86**

Midlander Chris Hodgetts had been a mainstay of the British Saloon Car Championship – and indeed the Toyota line-up – in the early 1980s, but it wasn't until he returned to the Japanese fold in '86 that things really took off. The Team Toyota

GB-backed Corolla coupe-style machine took a remarkable run of 18 triumphs from 20 starts over a two-season campaign to wrap up back-to-back titles from the 1301cc- 1600cc class division. The boxier FX-GT, which replaced the AE86 in 1988, was runner up in the title chase behind Frank Sytner's BMW too.



**3 Toyota Celica GT-Four**

From the moment it was first introduced into the World Rally Championship in 1988, the Toyota Celica GT-Four looked like a gamechanger. The Group A car was beginning to shine in 1989 when Juha Kankkunen took its first win but 1990 was when it would flourish, the ST165 version taking five

wins, four of which were in the hands of Carlos Sainz as he marched to the World title. The story of the car ended in ignominy though, as Toyota Team Europe was found to have used an under-bonnet tweak to illegally ramp up the car's turbocharger power, and Toyota was banned from motorsport for a year.



**4 Toyota TS-010**

As the long-distance landscape was changing, so did Toyota's offering. It needed to embrace the new 3.5-litre normally aspirated World Sportscar Championship

rules and did so with the gorgeous Tony Southgate-penned TS010. It was an outlandish car for the outlandish regulations of the period. The car made its debut at Autopolis at the end

of 1991 and it was all set for an assault on the silverware in 1992 – but it came up against the might of Peugeot's 905. While the TS010 proved fragile, it did last long enough to score second place

at Le Mans that season. The axe fell on the WSC in 1993 meaning there would only be one further outing at Le Mans in 1993 – where the leading car was fourth – before the TS010 was retired.



**5 Toyota GT-One**

If you were truly bonkers enough, you could have bought a Toyota GT-One to drive on the roads. That was the homologation requirement of the GT1 class, which the Japanese firm entered in 1998. The Dallara-built and Toyota

Team Europe-run GT-Ones looked much less like the road-going racers entered by Mercedes and Porsche at the time and therefore became more of a crowd favourite. They were, after all, thinly veiled racing thoroughbreds motivated by a 3.6-litre

turbocharged V8 motor, which Toyota had carried over from its later Group C programmes. The car was fragile on its maiden appearance at Le Mans in 1998 but, after an upgrade, a switch to the newly introduced LMGT1 brought a second-placed finish at Le Mans a year later.





Photos: mckleinimagedatabase.com, Motorsport Images

# TURNING JAPANESE HEADS WITH A RAFT OF RACING BATTLERS



### 6 Toyota Tacoma (Pikes Peak)

This might be something of a curio in this list, but anyone who has seen the 1000bhp Toyota Tacoma can't fail to have been impressed. Pikes Peak expert Rod Millen had already won the event three times in versions of a Celica before the

idea was created to build the truck-shaped Tacoma, which was fitted with a 2.1-litre IMSA derived engine to take the 4700ft climb over the 12.4-mile course. Even Millen couldn't beat his 1998 effort of 10m07s when he returned a year later, although he did add a fifth crown and his fourth-straight event victory in a row.

### 7 Toyota TF105

By 2005, Toyota should rightfully have expected to be a regular winner in Formula 1. The team, run from Cologne, had entered grand prix racing amid a huge fanfare in 2002 and with an even bigger budget. It started well that season with a front-row start in Australia's round one, but that flattered to deceive. Mike Gascoyne helped pen the TF105, which was a time when all the learning was supposed to have been done and the results were expected. Ralf Schumacher and Jarno Trulli were plugged into the cockpit and Trulli's run of three podiums (two seconds and a third) over the opening



five races looked promising and, at that stage, he was second only in the drivers' championship to eventual winner Fernando Alonso.

However, as the development of other sped up Toyota was left slipping down the competitive order although

it still managed fourth in the constructors' battle. It plugged away for four more seasons without ever hitting those heights again.



### 8 Toyota TS-050

When Toyota joined the World Endurance Championship in 2012, it was clear that the global crown was one of its aims. There was another undeclared mission, though, that all with an eye to history knew about: it was desperate

to finally prevail at Le Mans. The TS050's predecessor, the TS040, was an immediate hit with Anthony Davidson sharing the drivers' World crown with Sebastien Buemi, but the big prize in France eluded them again. Enter the TS050 – surely it would banish

the bad luck at La Sarthe. In perhaps one of the most painful Le Mans defeats ever, Kazuki Nakajima's version ground to a halt from the lead on the very final lap of the 2016 race allowing Porsche to win. Trounced again 12 months later, the tide had to turn.

It did in 2018 with Fernando Alonso, Sebastien Buemi and Nakajima finally claiming the Le Mans win – the first of two for the crew and three for the TS050. Finally, the monkey was off Toyota's back – and it scooped two FIA World Endurance titles to boot.



### 9 Toyota Yaris WRC

The Toyota Yaris WRC car was three years in development, but much had altered in the World Rally Championship landscape since Marcus Gronholm was tasked with turning the hatchback into a winner. With title-winner Tommi

Makinen winning a power struggle to develop the cars after the initial work was undertaken in Germany, the Finland-based team took on Hyundai, Citroen and M-Sport in its initial season in 2017 in a championship that had previously been

dominated by Volkswagen. But with its pulling power and budget, it was able to collect together the driving strength it wanted and, by 2019, it became the WRC's powerhouse. Ott Tanak took the title with six wins, but Hyundai aced the makes' crown.

### 10 Toyota Corolla

The 2019 season was a watershed for the Speedworks Motorsport British Touring Car Championship team, as that was the year it became a fully-fledged constructor in its own right. With backing from Toyota GB, it parked up its old off-the-peg (and rather mundane) Avensis model and wheeled out a gleaming new Corolla, all designed in-house. That is a mammoth step for any team, but the Cheshire crew did not flinch from the challenge and four wins in its maiden season. Its driver Tom Ingram was in with a shot of the crown going into the



finale at the end of 2020 and just lost out despite another three victories along the way. Christian and Amy Dick's team has expanded to running two machines over the last 14

months – now bedecked in a recognisable Toyota paint job – and has kept up the winning habit while it has also been at the forefront of the BTCC's new 2022 hybrid power era.

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# SPORTING SCENE REPORTS

Photos: Paul Lawrence

## BRITISH HILLCLIMB CHAMPIONSHIP: GURSTON DOWN BY PAUL LAWRENCE MAY 28-29



Summers was delighted after car tweaks worked



Win consolidated Moran's third place in the points

# SUMMERS' DAY WITH A RAPID TRIO

Alex Summers was the toast of the British Hillclimb Championship at Gurston Down after taking three wins from four championship run-offs. Summers arrived at Gurston with high expectations after a big team effort had found him another 1000rpm from his Cosworth IndyCar engine, allowing him to rev it to 15,000. “We have made significant progress,” reckoned Summers, who moved to the head of the title race over arch rival and reigning champion Wallace Menzies. However, on Sunday afternoon, it was Scott Moran who came to the fore with an attacking run to bag the fourth and final run-off

and prevent Summers taking a clean sweep. “We’ve made a real breakthrough this weekend and when you get beaten by Scott, it’s no disgrace,” said Summers. Moran was fortunate to be in the mix all weekend as on his first practice run his Gould GR59 had encountered a wandering pheasant while doing around 140mph. The pheasant came off considerably worse but did inflict some cosmetic damage on the Gould. Menzies was right in contention as the top-three drivers eased clear of the pack but this time Menzies had to be content with three seconds and a third from his weekend. “Fair play to Alex and Scott. They fully deserved

it. It’s been a really good competition,” he said. In the first of the run-offs on Saturday, Summers sat on the line and watched Moran set a 25.49 seconds and Menzies a 25.40s, as they got close to Menzies’ year-old outright record of 25.34s. Summers dug deep to match the current record and take his first win of the weekend. Later, Summers stitched it all together for a stunning 25.05s to make it two wins. “The car has always handled brilliantly but it’s taken a lot of work to optimise the engine,” said Summers. Trevor Willis, Matthew Ryder, Will Hall and Graham Wynn all took top-10 places in their big-engined cars, while Richard

Spedding, Lee Griffiths, David Warburton and the Greenen brothers, Adam and Andy, all got their smaller-engined cars into the points. Sunday was cooler with the possibility of rain later in the day. Menzies matched his Saturday 25.32s climb but Summers stormed to 25s dead to complete a hat-trick of run-off victories. Moran was half a second back on 25.87s from Ryder, Dave Uren and Willis. In the fourth and final run-off, Menzies clocked a 25.92s but then Moran went up in 25.47s in what was a very strong weekend for the six-time champion. Summers ran last of all but

didn’t quite get the launch he wanted and went through the finish at 25.54s to leave Moran with the weekend’s final victory. “That’s more like it,” said Moran. “I just looked at the data and pulled my finger out.” Summers, meanwhile, had scored 41 out of the 44 possible points and left the record at 25s dead. Uren, Ryder, Hall and Willis were next up, while Jack Cottrill and Andy Greenen were others to make their mark during a glorious weekend of hill climbing. **Results** **Round 7:** 1 Alex Summers (2650cc DJ-Cosworth Firestorm) 25.34s; 2 Wallace Menzies (3300cc Gould-Cosworth GR59M) 25.40s; 3 Scott Moran (4000cc Gould-Judd

GR59J) 25.49s; 4 Trevor Willis (3200cc OMS 28-RTE) 26.45s; 5 Matthew Ryder (4000cc Gould-Judd GR59JB) 26.56s; 6 David Uren (3500cc Gould-NME GR55B) 26.98s; 7 Graham Wynn (4000cc Gould-Judd GR59J) 27.74s; 8 Richard Spedding (1600cc GWR-Hayabusa Raptor 2) 28.02s; 9 Lee Griffiths (1660cc OMS 25-Suzuki) 28.40s; 10 David Warburton (1600cc Gould-Suzuki GR59) 28.44s. **Round 8:** 1 Summers 25.05s; 2 Menzies 25.32s; 3 Moran 25.40s; 4 Willis 26.34s; 5 Ryder 26.38s; 6 Will Hall (4000cc Gould-Judd GR59JB) 27.33s; 7 Wynn 27.54s; 8 Adam Greenen (1599cc Empire-Hayabusa EV03) 27.65s; 9 Warburton 28.13s; 10 Andy Greenen (1599cc Empire-Hayabusa EV03) 28.35s. **Round 9:** 1 Summers 25.00s; 2 Menzies 25.32s; 3 Moran 25.87s; 4 Ryder 26.15s; 5 Uren 26.30s; 6 Willis 26.60s; 7 Hall 27.64s; 8 Jack Cottrill (2650cc DJ-Cosworth Dallara) 27.80s; 9 Andy Greenen 28.01s; 10 Spedding 28.44s. **Round 10:** 1 Moran 25.47s; 2 Summers 25.54s; 3 Menzies 25.92s; 4 Uren 26.31s; 5 Ryder 26.87s; 6 Hall 27.09s; 7 Willis 27.14s; 8 Wynn 27.67s; 9 Cottrill 27.78s; 10 Andy Greenen 28.04s. **Championship (after 10/24 rounds):** 1 Summers 95; 2 Menzies 93; 3 Moran 88; 4 Ryder 67; 5 Willis 63; 6 Uren 49;

Photos: SteveWhite

## BTRDA RALLYCROSS SERIES: LYDDEN HILL BY HAL RIDGE MAY 28

# BLEASDALE USES A DEMON START TO KEEP UP HIS RECORD

Vauxhall VX220 racer Darren Bleasdale continued his unbeaten run in the BTRDA Clubmans Rallycross Championship with victory in round four at Lydden Hill, in the first event to run on the revised Kent venue’s circuit. With pair of fastest times Fred Ling, one of four local drivers in the top five places in Super Modified qualifying, topped the order to claim pole position for the A final. The Ford Fiesta campaigner was unable to convert the starting position into race victory as Bleasdale made the best getaway to lead from lights to flag. Stuart Emery, making his return to rallycross with his front-wheel-drive Peugeot 206, also passed Ling to finish second. Darren Scott, Lee Keeler and

Phil Chicken completed the top six in a strong day for front-wheel-drive machinery, while Porsche Boxster driver Michelle Swallow dropped out of contention during the race with spin and a broken boost pipe. Arguably the best final of the day was in the Production category, where pole-starter Charley Moroney claimed victory with his Citroen Saxo. He had defended the lead from Cai Mainwaring, who finished second in a Peugeot 106. Climbing from fifth on the grid, motorsport commentator Tom Brooks claimed a maiden rallycross podium. Local driver Will Ovenden won the Junior final after passing Owen Robbins for track position. Points leader heading into

the event, Corey Padgett finished third, the leading trio driving single-specification Suzuki Swifts. Ford Escort racer Lee Wood qualified on pole position for the Classic final and despite dropping to second in the opening stages, overtook Marc Jones’ Toyota MR2 around the outside of the newly banked Turn 1 corner to take the lead and drive to victory. Vince Bristow rolled his BMW 318i in the opening heat but got the car repaired for the following sessions, albeit missing windows. He qualified 10th, won the B final and stormed a podium finish in the A final, crossing the line less than a second behind Jones. Lancia Stratos racer John Cross retired as soon as the race began, while Richard Moroney



Darren Bleasdale did the hard graft away from the startline in Super Modified final

also retired on the opening lap with his rear-wheel-drive Ford Escort. Honda Civic driver Alex Fletcher claimed a maiden victory in the Modified category, while Andrew Hawkes claimed another win in the BMW Mini division. Chris Baker qualified on pole in the Production 4x4 category with his Subaru

Impreza but it was Mitsubishi Evo driver Tomas Ramanauskas who led away from the startline to secure the win. Luke Holly won the first FIA Cross Car final to be held in the UK. Pole-starter Paul Batson failed to finish. **Results** **BTRDA Rallycross Series** **Organiser:** LHMC/BTRDA **When:** May 28 **Where:** Lydden Hill, Kent **Starters:** 55

**Super Modified:** 1 Darren Bleasdale (Vauxhall VX220) 6m30.245s; 2 Stuart Emery (Peugeot 206) +2.279s; 3 Fred Ling (Ford Fiesta); 4 Darren Scott (Citroen C2); 5 Lee Keeler (Vauxhall Astra); 6 Phil Chicken (Citroen C2); **Production 4x4:** Tommas Ramanauskas (Mitsubishi Lancer Evo); **Modified:** Alex Fletcher (Honda Civic); **BMW Mini:** Andrew Hawkes (BMW Mini); **Classic:** Lee Wood (Ford Escort); **FIA Cross Car:** Luke Holly (Va Car Cross)



# WHAT'S ON

## YOUTUBE REVIEW

The latest Indianapolis 500 took place last Sunday, and it's an event rarely short on drama. Yet the 1995 version contained enough for several decades' worth. Without exaggeration.

It was the last Indy 500 before the debilitating CART/IRL split. The Penske team, dominant the year before, didn't even qualify. The challenging race in gusty conditions had several

accidents, including a harrowing one in the opening seconds for Stan Fox. And the not-very-popular officials handed out in-race penalties like sweeties.

Jacques Villeneuve won, a feat that skyrockets in standing when you considerable that he recovered from a two-lap penalty. The race

was subsequently coined the 'Indy 505'.

And that wasn't even the end of Villeneuve's misfortune. Nor was it the end of the drama. And Jacques didn't even lead across the finishing line. Scott Goodyear did, but officials had stopped counting his laps as he'd ignored a black flag for passing the (rather slow) pace car before it entered

the pitlane at the end of a late-race caution.

You can watch all of it over three hours plus at: youtube.com/watch?v=KSEPeC5uiv5 or by searching for '1995 Indianapolis 500'. Or if you prefer to boil it down to its dramatic final act that's at: youtube.com/watch?v=6XZxGvH6Asw.

Graham Keilloh



Villeneuve's Indy glory

## TV GUIDE



Can Toyota maintain its WRC win lock-out?

The latest round of the World Rally Championship, Rally Italia Sardegna, is on the this weekend and BT Sport has its usual highlights at the end of each day. Day one's best is on Friday on BT Sport 1 at 2330hrs-0000hrs, day two's best bits are on Saturday evening at 2230hrs-2300hrs on BT Sport 2, while the final day's highlights are early on Monday at 0145hrs-0215hrs, again on BT Sport 2. All three are also repeated.

Then on Monday there's a round up of the entire rally on BT Sport 1 at 2000hrs-2100hrs, and on Wednesday ITV4 has its own highlights round up

on at 2200hrs-2305hrs. You have three chances on Sky Sports F1 to catch last weekend's British GT and GB3 action from Donington Park, with the best of the British GT race on tomorrow (Friday) at 1330hrs-1430hrs, then Saturday at 1630hrs-1730hrs and Monday at 1830hrs-1930hrs, and in each case it is followed by an hour's wrap of GB3's triple header.

While later on Monday evening on Sky Sports F1 there's GT World Challenge Europe action from this weekend, in Paul Ricard's 1000km into-the-night race, that's on at 2100hrs-2300hrs.

Graham Keilloh

## LIVE TV

### WORLD RALLY CHAMPIONSHIP RALLY ITALIA SARDEGNA

**SS1:** Thursday, 1700hrs-1800hrs, BT Sport 3  
**SS14:** Saturday, 1230hrs-1330hrs, BT Sport 3  
**SS16:** Saturday, 1500hrs-1600hrs, BT Sport 2  
**SS19:** Sunday, 0800hrs-0900hrs, BT Sport 3  
**SS21/Powerstage:** Sunday, 1100hrs-1230hrs, BT Sport 3

### FORMULA E JAKARTA

**Qualifying:** Saturday, 0430hrs-0615hrs, Eurosport 2  
**Race:** Saturday, 0830hrs-1030hrs, Channel 4; Eurosport 2

### INDYCAR DETROIT

**Practice 1:** Friday, 2100hrs-2200hrs, Sky Sports F1  
**Practice 2:** Saturday, 1530hrs-1630hrs, Sky Sports F1  
**Qualifying:** Saturday, 1835hrs-1950hrs, Sky Sports F1  
**Race:** Sunday, 2000hrs-2300hrs, Sky Sports F1

### NASCAR GATEWAY

**Race:** Sunday, 2000hrs-2330hrs, Freesports

## WHAT'S ON

### RALLYING SATURDAY

■ **Tyrone Stages (N Ireland)** Cookstown Motor Club (spectators admitted) Cookstownmotorclub.com

### SUNDAY

■ **Wildlife Smeatharpe Stages** Wildlife Autosport (no spectators) wildlifeautosport.org.uk

### RACING WEDNESDAY-FRIDAY

■ **Anglesey, N Wales** EnduroKa 24-hours: EnduroKa, Turismo X/Elise Trophy, Trackday Trophy Starts Wednesday, qualifying from 2125hrs, Thursday, racing from 1110hrs (qualifying from 0900hrs) Friday, 24-hour race continues Admission £15 Web angleseycircuit.com

### FRIDAY-SATURDAY

■ **Brands Hatch Indy, Kent** CSCC meeting: Sports Racing and V8s, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops, Slicks Series Starts Friday, racing from 1315hrs (qualifying from 0900hrs) Saturday, racing from 1220hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

### SATURDAY-SUNDAY

■ **Cadwell Park, Lincs**

HSCC Wolds Trophy: Northern Sports/Saloons, Historic FF2000, Historic FF1600, Classic FF1600, Historic Touring Cars/ Historic Modsports and Saloons, Historic Road Sports, '70s Road Sports/80s Sports and GT, Classic Clubmans, Formula Junior Starts Saturday, racing from 1405hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Silverstone National, Northants** BARC meeting: Britcar, Britcar Trophy, 2CV, MGOC, Junior Saloons, Kumho BMW, Hyundai Coupe Starts Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only

■ **Knockhill, Fife** KMSC meeting: Caterham Graduate, Legends, FF1600 Starts Saturday, racing from 1145hrs (qualifying from 0845hrs) Sunday, racing from 1020hrs (qualifying from 0900hrs) Admission adult £16, Web knockhill.com

**SUNDAY** ■ **Donington Park National, Leics** VSCC meeting: Pre '61 Racing Cars, Vintage Racing Cars, VSCC Specials, 1950s Sports, Pre-War Sports, VSCC Handicaps, 500cc F3, CMMC Starts, racing from 1300hrs (qualifying from 0900hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422

### SPORTING SCENE FRIDAY

■ **Lochgelly, Fife** BrISCA F1 World qualifying round Starts: 1700hrs Admission: adult £22, concessions £20, Children 5-14 £8. Web: hardieracepromotions.co.uk

### SATURDAY

■ **Cowdenbeath, Fife** BrISCA F1 World qualifying round: Scottish Championship Starts: 1700hrs Admission: TBA Web: racewall.co.uk

■ **Hednesford Hills, Cannock** National Hot Rods Starts: 1500hrs Admission: adults £20, concessions £18, children 5-14 £8; inside parking £10. Web: Spedeworth.co.uk

### SATURDAY-SUNDAY

■ **Mondello Park, Ireland** 5 Nations British Rallycross Championship; Irish Rallycross Championship Starts: 1000hrs (both days) Admission (must be booked in advance): Adults 18.50 Euros (including fees), under 16s free (both days). Web: mondellopark.ie

■ **Shelsley Walsh, Worcester** British Hillclimb Championship Starts: 0900hrs (both days). Admission: adults £15 (Saturday), £19 (Sunday), children under 16 free. Web: shelsleywalsh.com.

*Details correct at time of going to press. Please check with organisers before travelling.*

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David Harbey's Spa Classic photo



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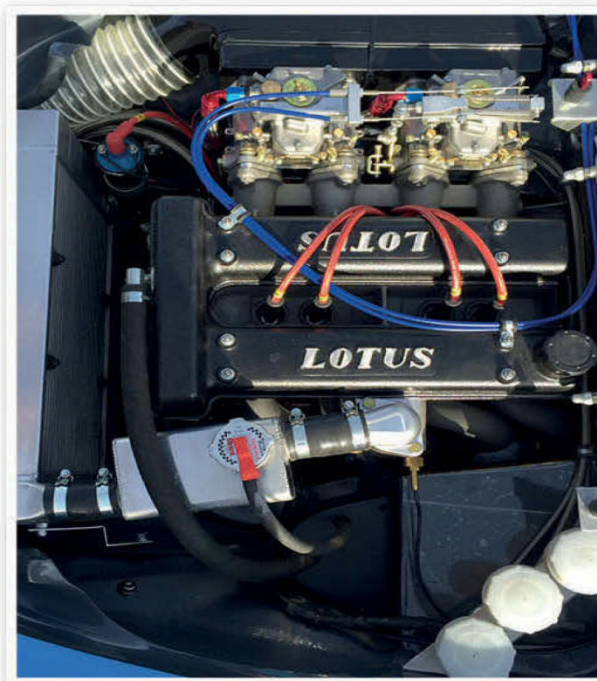
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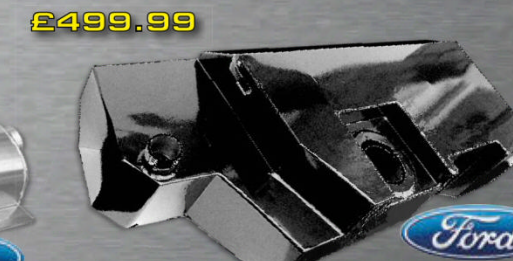
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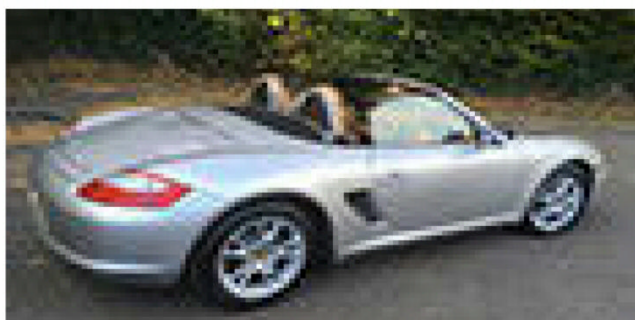
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